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Souvenir Album



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FOR THE AGED AND

HOME FOR THE AGED AND
DISABLED RAILROAD EMPLOYEES
OF AMERICA

LOCATED AT
MONTLAND PARK, ILL.

PRICE \$1.00



Souvenir Album

Published by the
Conductors of C. & N. W. Ry.
in the interest of the

Home for the Aged and
Disabled Railroad
Employees of
America

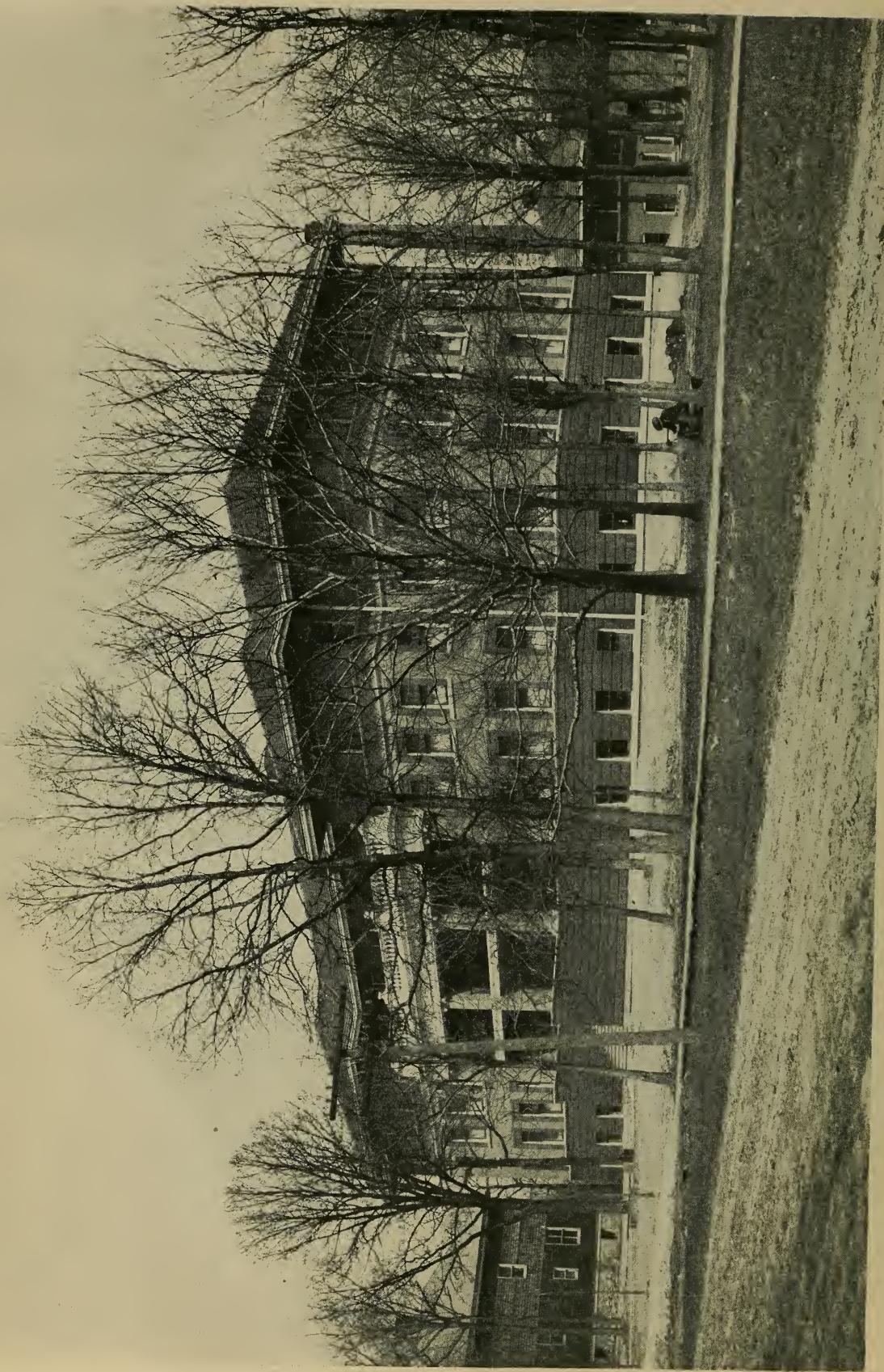


Home is located at
Highland Park, Ill.

February, 1911

This Album was designed and printed by
Traders Printing Company
Chicago, Ill.

THE HOME



Hon. L. S. Coffin, President, Ft. Dodge, Ia.
John O'Keefe, Sec.-Treas. and Manager, Highland Park, Ill.

Warren S. Stone, 1st Vice-Pres., Grand Chief Eng., B. L. E.
Mrs. W. A. Murdock, 2nd Vice.-Pres., Pres. G. I. A. to B. L. E.

The New Home for Aged and Disabled Railroad Employees of America

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Geo. Goding, B. L. F. & E., No. 499.

The Railroad Men's Home was incorporated in May, 1890. It had for its object to provide a home for worthy aged and disabled, helpless and destitute Railroad Men, who are no longer able to provide for themselves, and aid such who by accident or from other causes are permanently incapacitated for railroad work, to qualify themselves for some other occupation by giving them a free home while acquiring such ability, and in this practical way exemplify true brotherly principles.

Since its inception it has cared for and sheltered about one hundred and sixty Brotherhood men who, had it not been for the Home, would have been charges upon their Lodges, their families or the community from whence they came.

The Home has no fixed income and has to depend entirely upon the money voluntarily contributed by the four great Railroad Brotherhoods, namely the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Enginemen, the Order of Railway Conductors and the Brotherhood of Railroad Trainmen.

The building was dedicated and occupied April 12, 1910, and stands as a monument to the generosity and big-heartedness of the Railroad Brotherhood men of this country, Canada and Mexico.

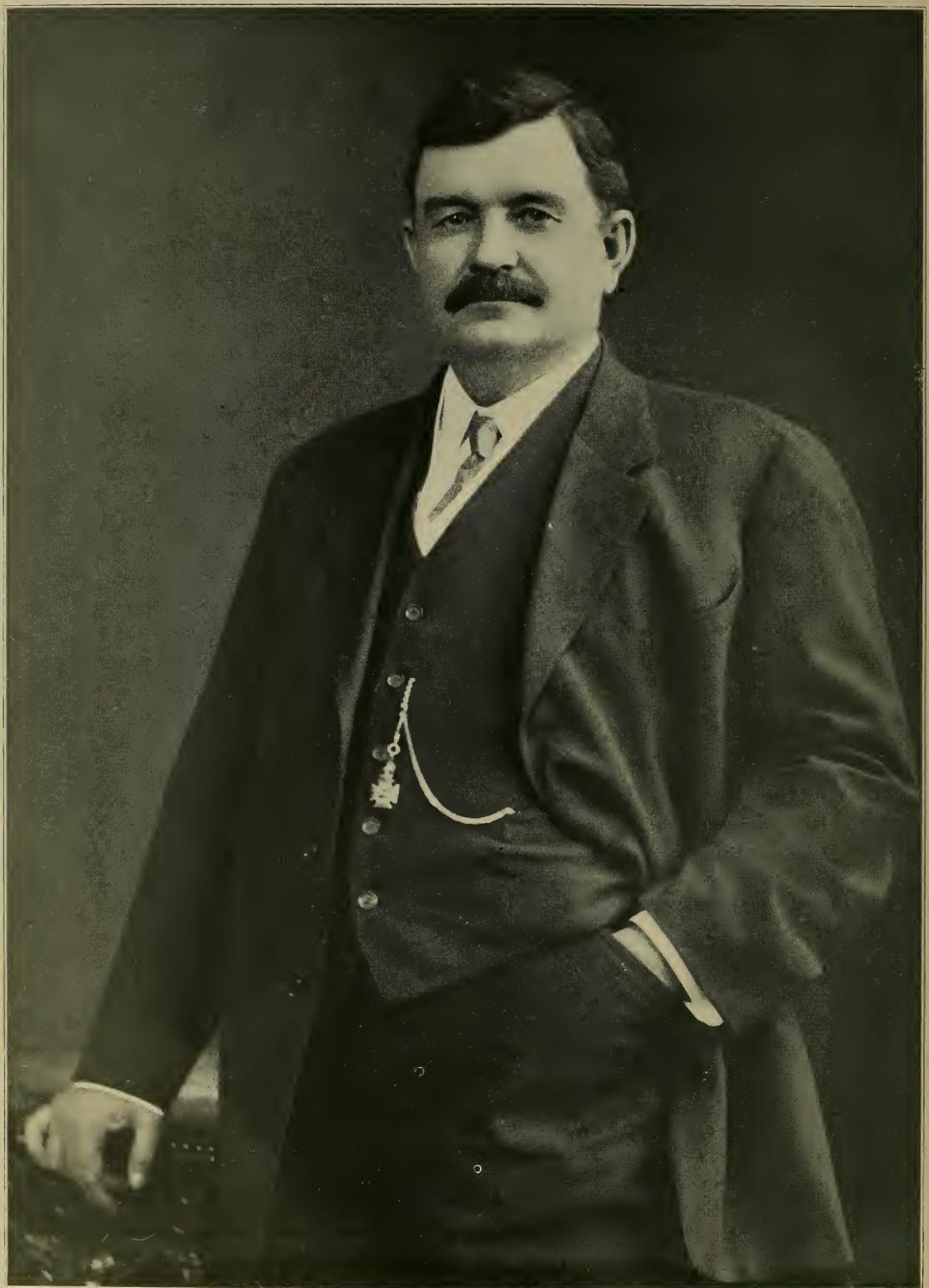


W. D. Cantillon
General Manager C. & N. W. Ry.
Honorable Member Bower City Div. 113, O. R. C.



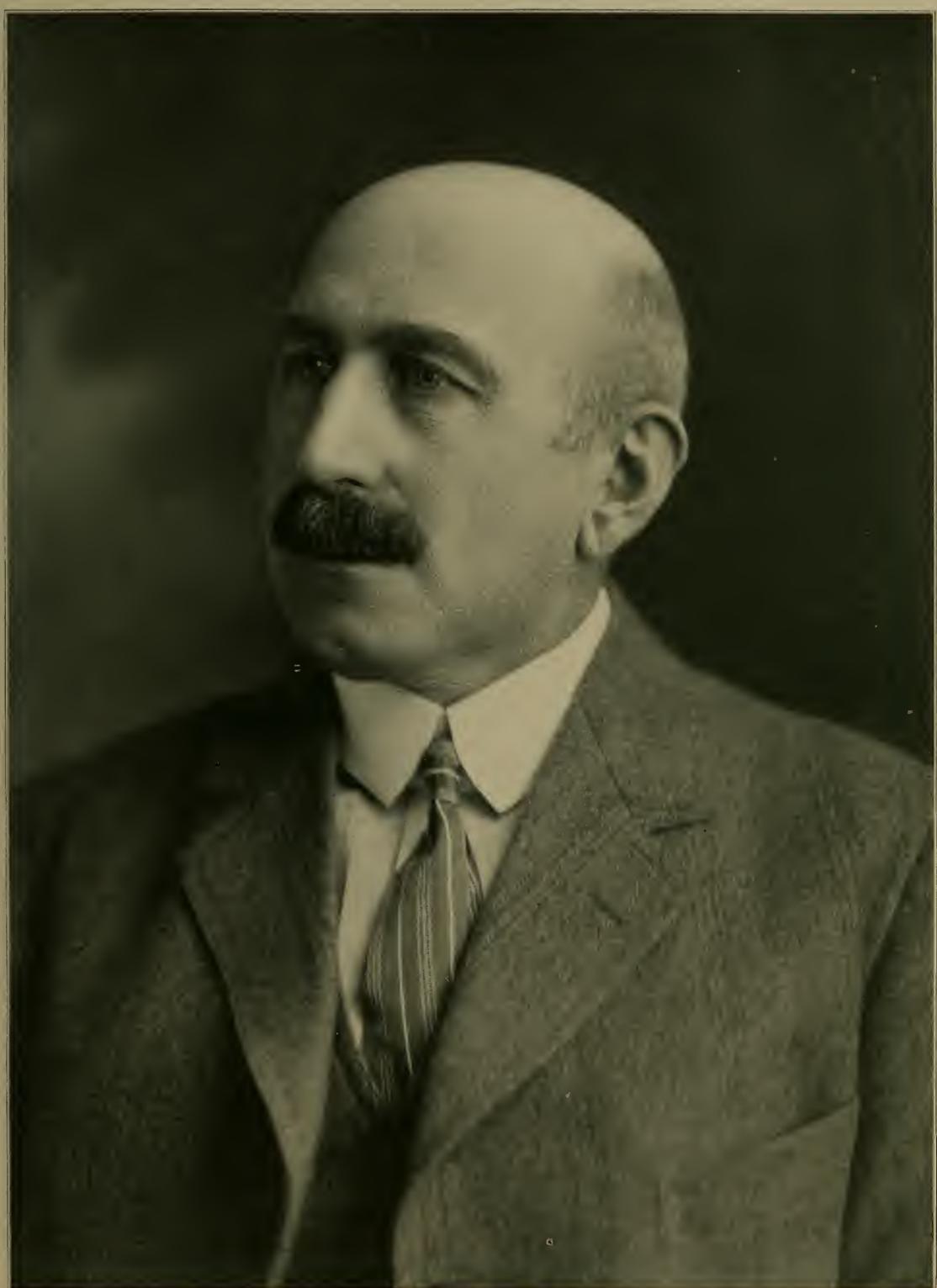
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Superintendent Chicago Passenger Terminal, C. & N. W. Ry.



P. Campbell

Assistant Superintendent Wisconsin Div., C. & N. W. Ry., Milwaukee, Wis.
Div. 113, O. R. C.



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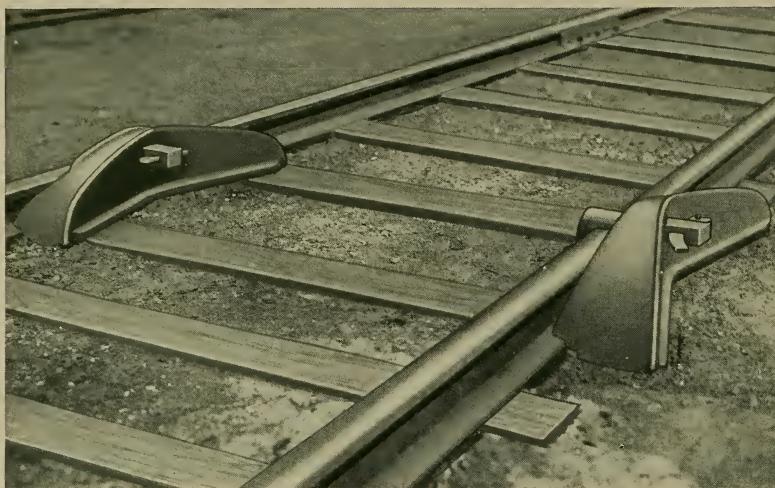
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on Short Notice



A. Bloomfield

Chief Conductor Bower City Div. 113, Order of Railway Conductors
Chairman Arrangement Committee

"They are without doubt the best re-railing device that I have ever worked with"



Grand Trunk Railway System

Milwaukee Jct., Dec. 28, 1909.

W. K. Kenly Company,
First National Bank Bldg.,
Chicago, Ill.

Gentlemen:—Your Bulletin No. 113 addressed to me from Chicago, Ill., December 27th, in which you enclose a cut of your rerailing frogs showing their dimension, etc. Beg to advise that our auxiliary car is equipped with a set of these frogs sent us by our Master Car Builder, Mr. J. L. Hodgson, and you have my permission to say to anyone that in my 20 years service in the Transportation Department of railroading, that they are, without doubt the best rerailing device that I have ever worked with.

Wishing you success and a Happy New Year, I beg to remain

Yours truly,
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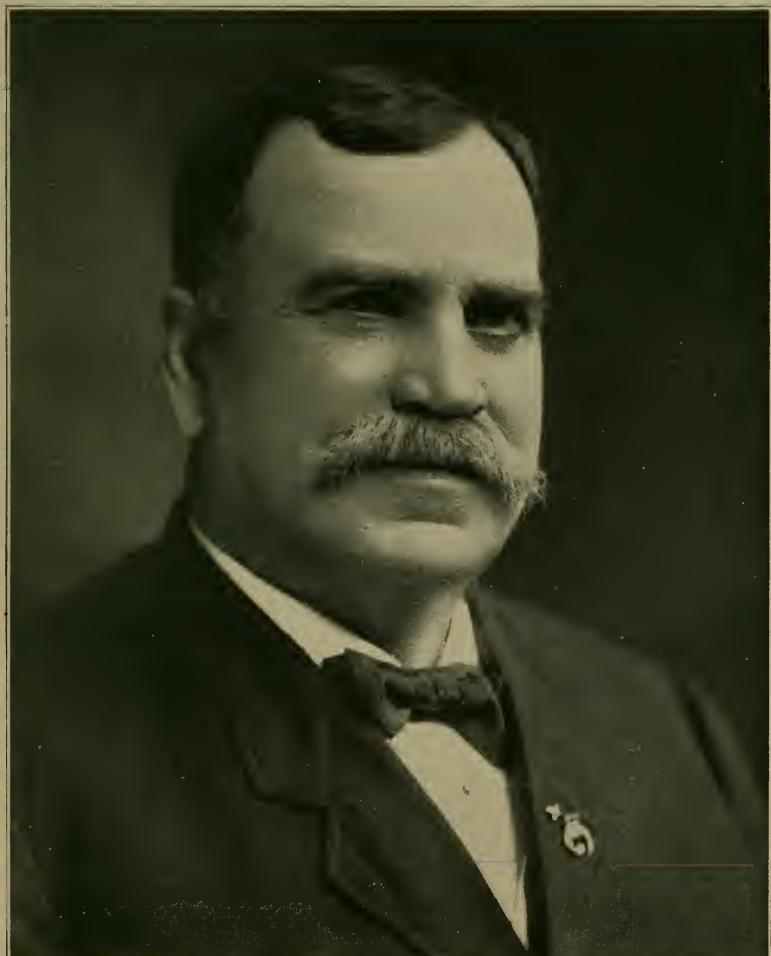
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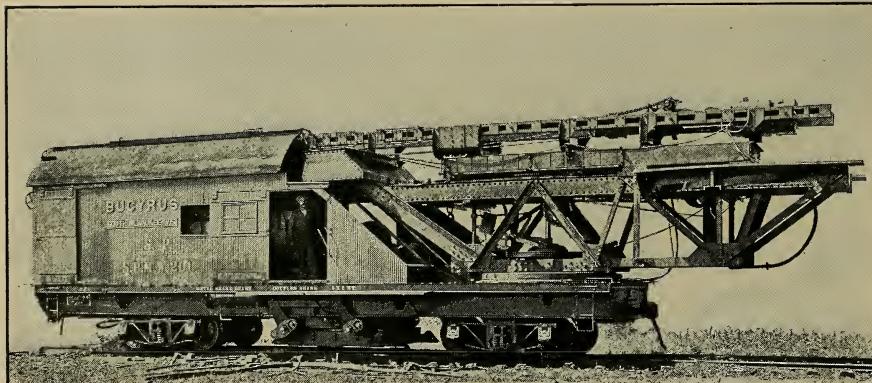
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Geo. F. Sprague
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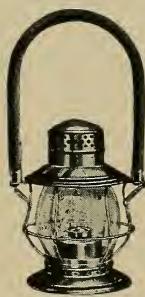
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|--------------|------------------------|-----------------|
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| 2. Registers | 4. Wire Workers' Goods | 6. Malleables |
| | A. Fire Door Fixtures | |

Stowell Manufacturing & Foundry Company South Milwaukee, Wisconsin

ADLAKES

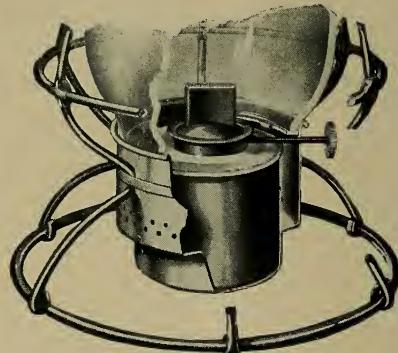
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Price, complete, \$1.50 each; same without globe, \$1.35 each,
f. o. b. Chicago, money to accompany order. Please use Post Office or Express Money Order in making remittance.



Adlake Encased Oil Pot
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M. Hillgard

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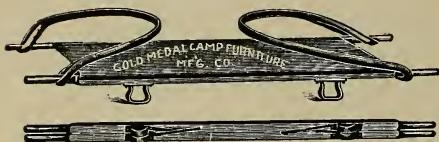
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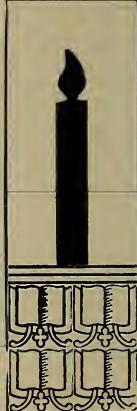
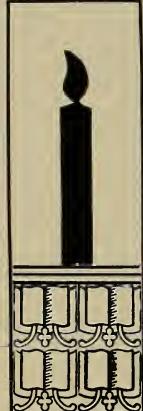
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Easily Digested Food

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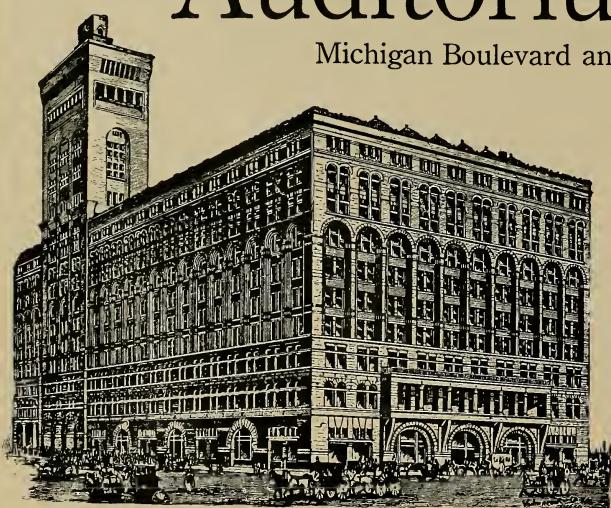
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For twenty years the leading hotel of the city, will be carefully maintained in that Leading Position by its

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which went into effect Oct. 1, 1909. Upwards of \$300,000 have been expended for improvements, new plumbing, decorations and furniture. The Restaurants have been refitted and newly decorated. Cuisine and service unexcelled.

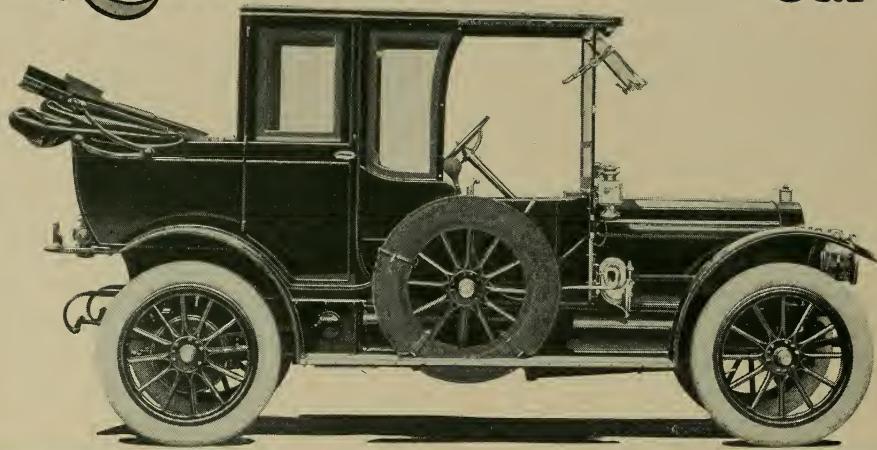
W. H. SHAFER, Manager.



A. M. Tessen
Div. 113, O. R. C.

Rambler

Closed Cars



Rambler
Sixty-four
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THE Rambler closed car makes a delight of winter errands. Protected from penetrating winds or storm, it takes you quietly and comfortably to business, theater, shopping or calling. The cab sides, glass front, fore doors and storm curtains protect the occupants of the front seat. The offset crank-shaft and straight-line drive provide flexibility that permits throttling down on high gear no faster than a man usually walks. This avoids much gear shifting and adapts the Rambler closed car to town needs. With its collapsible top and removable windows, the landauette may be converted into an open car for summer. This feature, its $5 \times 5 \frac{1}{2}$ motor, delivering forty-five horsepower, and the large wheels and tires adapt this landauette to touring as well. Seating capacity inside for five. Trim-ming, blue broadcloth. Deep upholstery, 120-inch wheel base, Rambler seven-eighths elliptic rear springs, shock absorbers and 37 x 5-inch wheels and tires produce gratifying comfort.

Rambler closed cars are made in landauette, limousine, town car and coupe styles. You may inspect them at Rambler branches and dealers stores in principal cities.

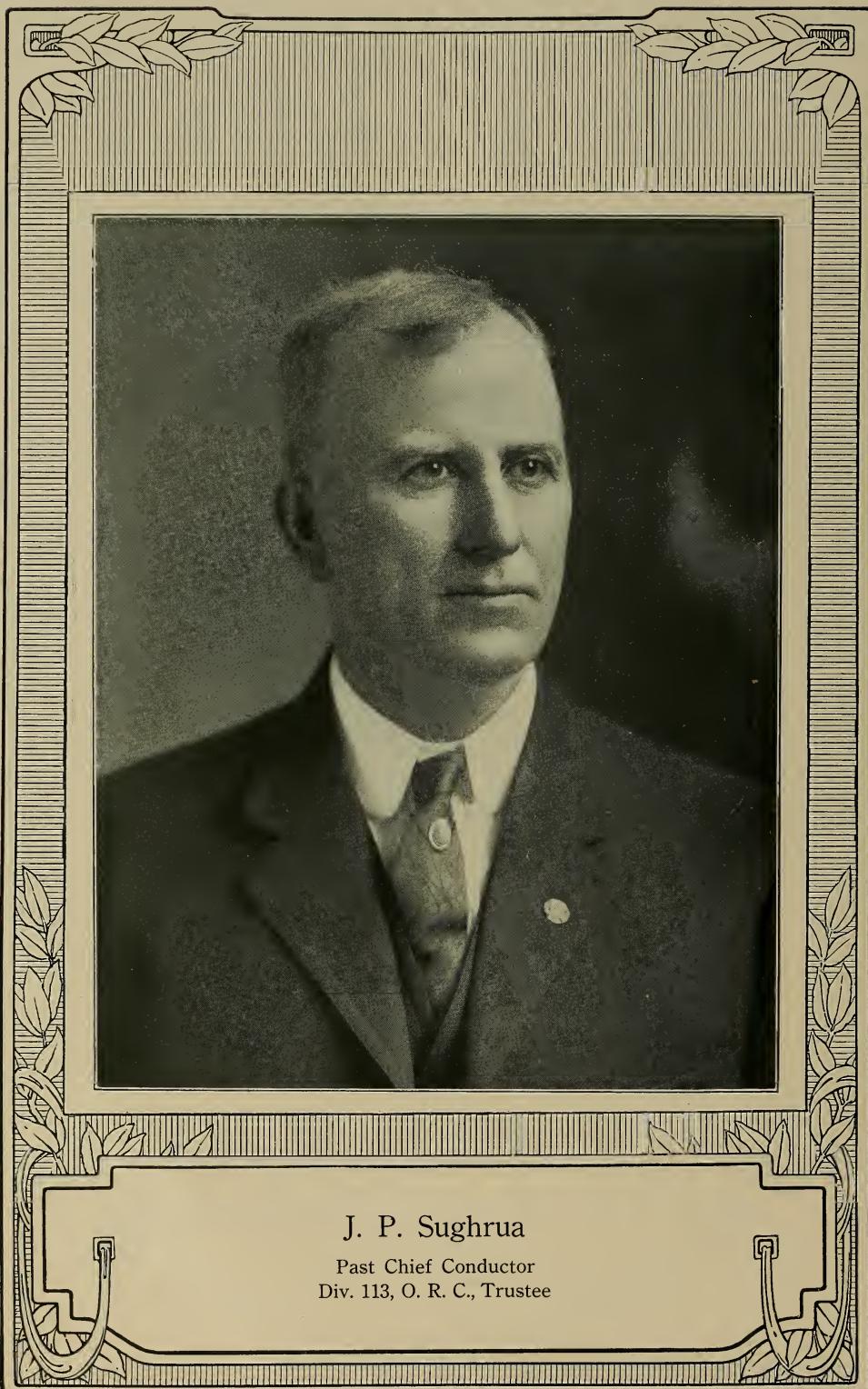
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Branches: Boston, Chicago, Milwaukee, Cleveland, San Francisco



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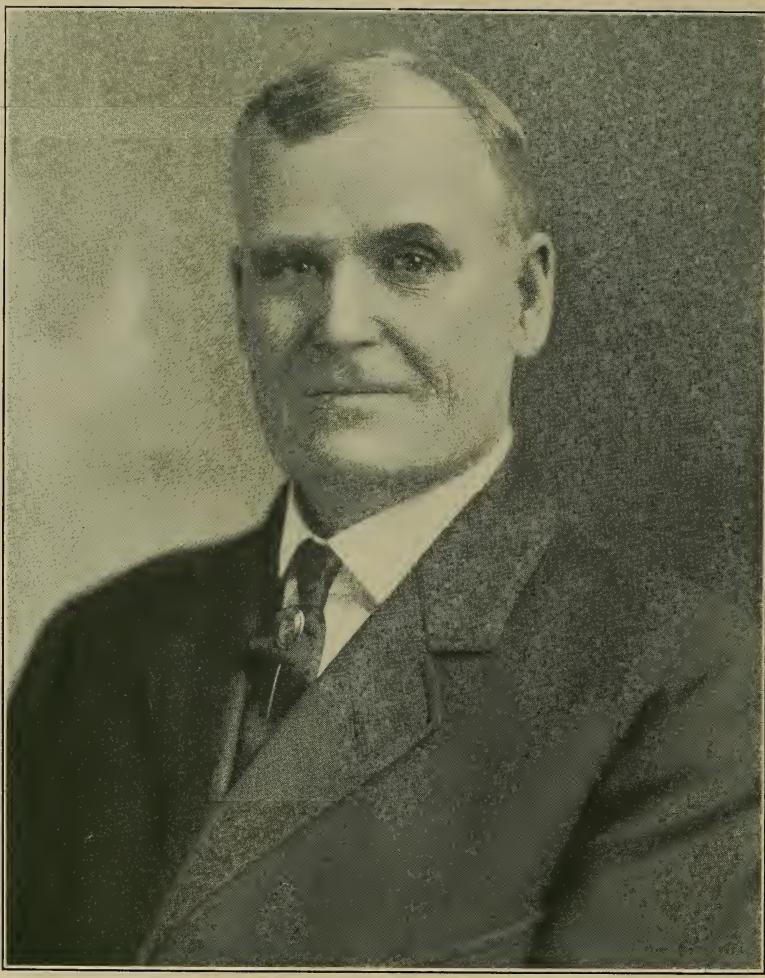
J. P. Sughrua

Past Chief Conductor
Div. 113, O. R. C., Trustee



E. J. Carr

Past Chief Conductor
Div. 113, O. R. C., Trustee



F. D. Sughrua

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E. J. Barber

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Annual Capacity
70,000 Tons

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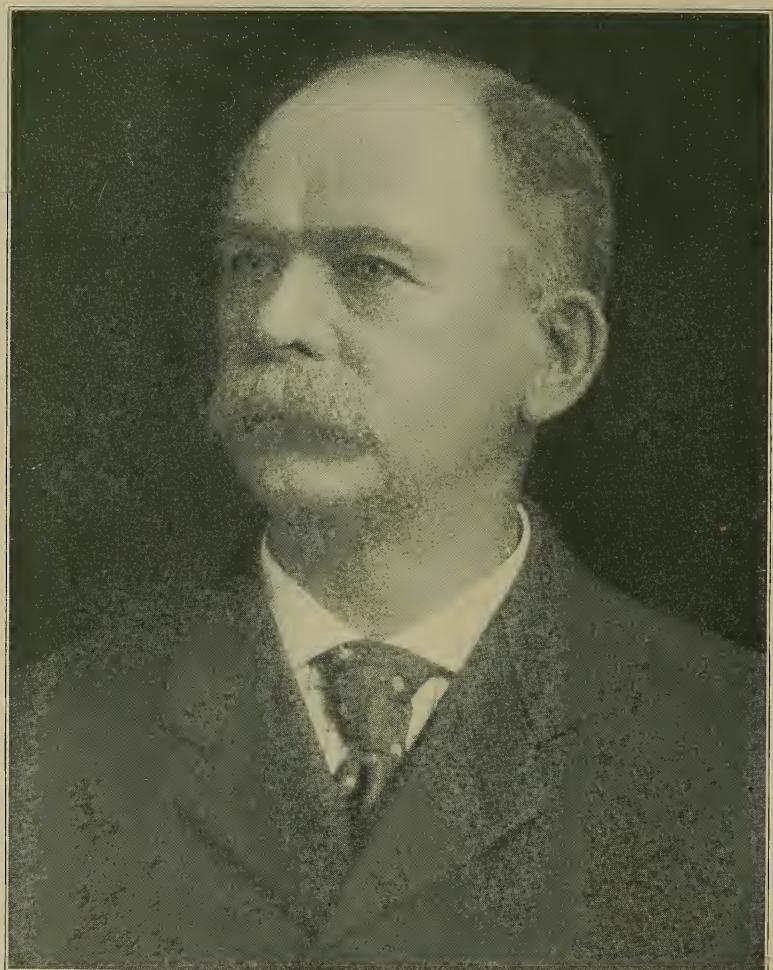
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Chicago

Eastern Office, 46 Wall St.
New York



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Past Chief Conductor
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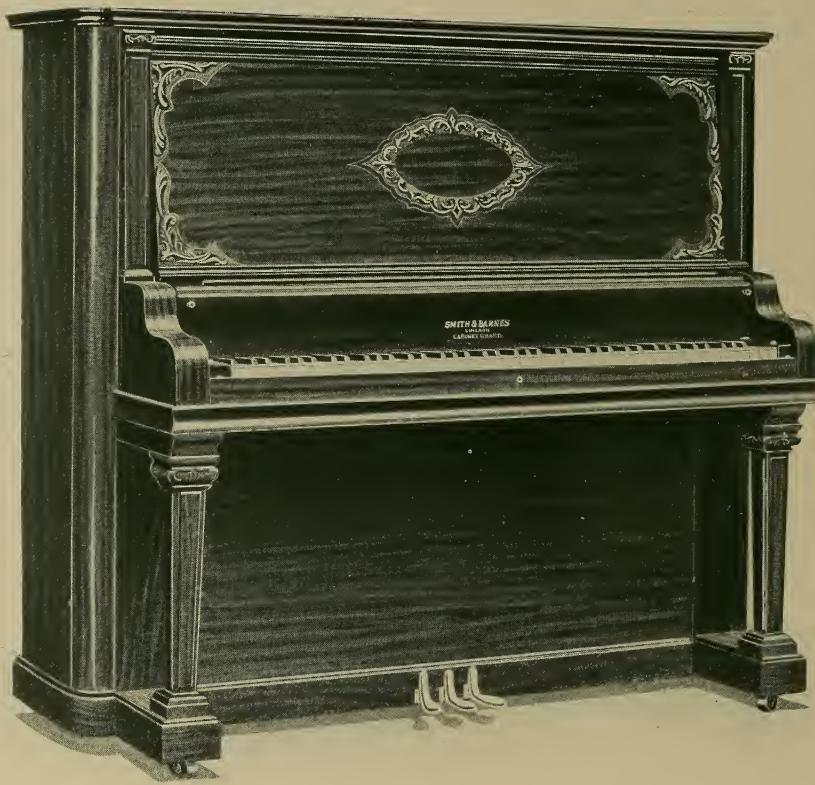


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Every Room has Steam Heat
Hot and Cold Water
Tungsten Electric Lights
And Telephone

Fond Du Lac, Wis.

Frederick W. Cushing, Pres. Cropley G. Phillips, Vice-Pres.
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Highland Park State Bank

Highland Park, Ill.

Official Statement, Sept. 1, 1910

Resources

Loans and Discounts	. . . . .	\$178,112.95
Overdrafts	. . . . .	372.90
Bonds and Investments	. . . . .	138,541.41
Cash and Due from Banks	. . . . .	84,273.79
		<hr/>
		\$401,301.05

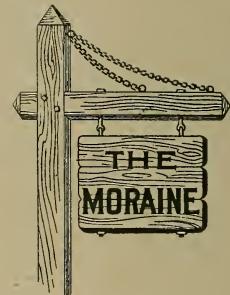
Liabilities

Capital Stock	. . . . .	\$ 30,000.00
Surplus	. . . . .	12,163.40
Deposits	. . . . .	358,597.30
Reserved for Taxes	. . . . .	540.35
		<hr/>
		\$401,301.05

3% Allowed on Savings Accounts
City Bonds and Mortgages for Sale Safety Deposit Vaults

The Moraine Hotel

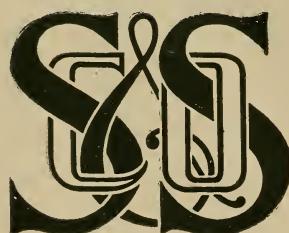
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Illinois



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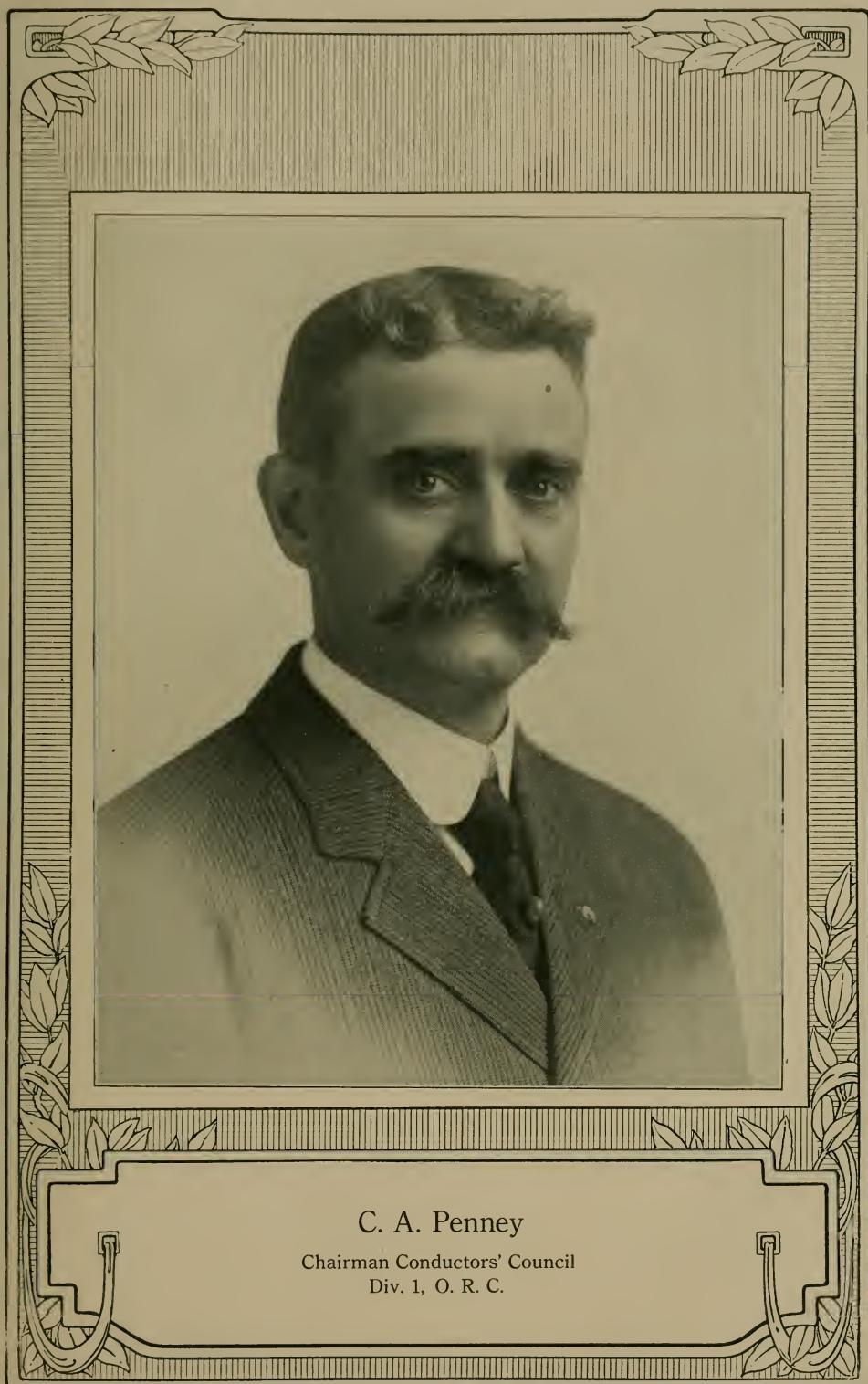
Vice-Chairman, Board of Adjustment

Div. 113, O. R. C.



N. Erickson

Vice-Chairman Legislative Committee of the O. R. C.
in Illinois
Div. 113, O. R. C.



C. A. Penney

Chairman Conductors' Council
Div. 1, O. R. C.



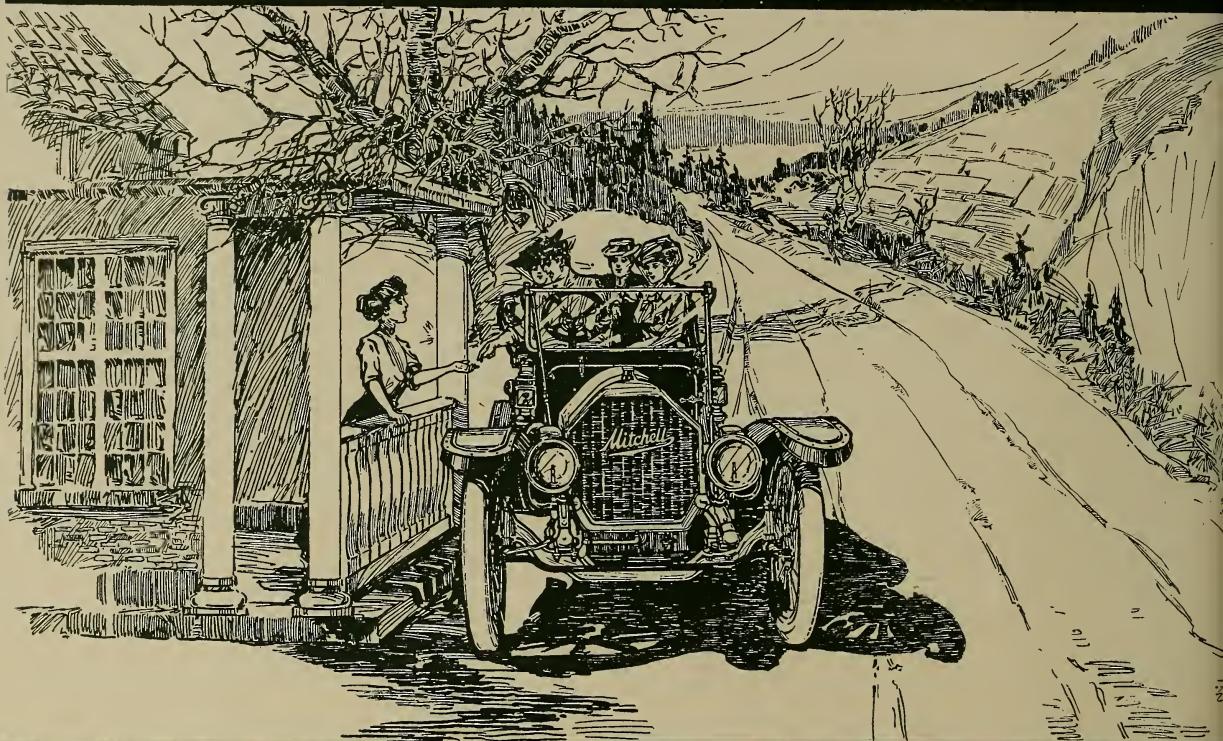
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Div. 113, O. R. C.



F. G. Hager
Div. 113, O. R. C.

Mitchell



EVERY man in America who can afford it should have an automobile of some kind. The pleasure, the health, the rest that he and his family will derive from such a possession cannot be secured in any other way for ten times the amount he may invest. A beautiful car that is likewise mechanically great and not beyond the means of most men, a car like any one of the Mitchell Models, will return more health and spirit dividends than any other kind of vehicle or possession one can possibly have. The Mitchell has been conservatively priced ever since its inception, and this year it is greater and stronger and more beautiful than ever before in its history. We advise you to buy it, and acquaint you with the fact that back of it is the wonderful "Mitchell Service," which protects you as long as you have the car.

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Model T—Four-cylinder five-passenger Touring Car, fully equipped, \$1,500

Model R—Four-cylinder, 30 H. P., fully equipped 1,200

Model S—Six-cylinder, seven-passenger Touring Car, fully equipped, 2,250

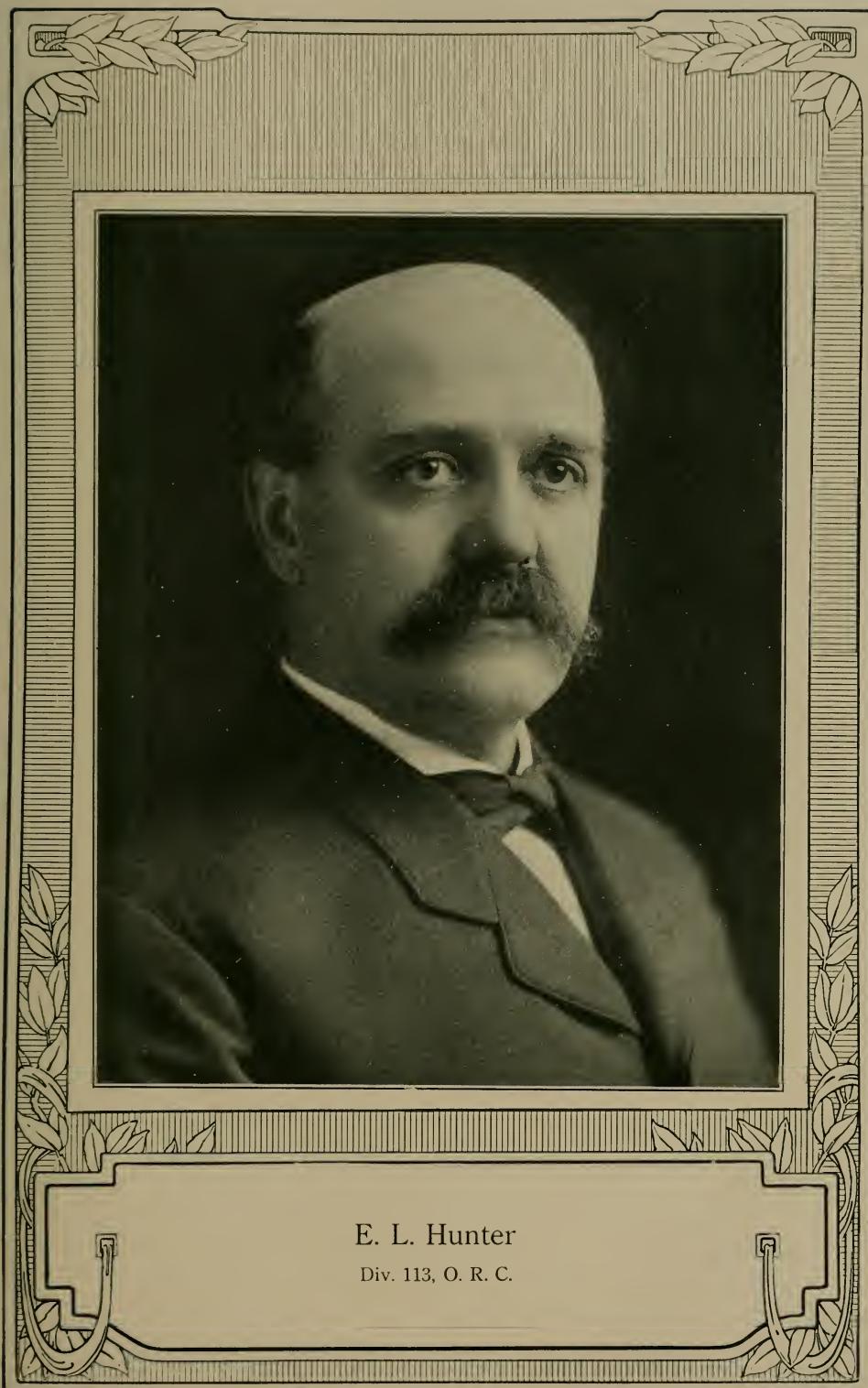
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The Car You Ought to Have at the Price You Ought to Pay

*Mitchell-Lewis Motor Co.
Racine, Wis. U.S.A.*

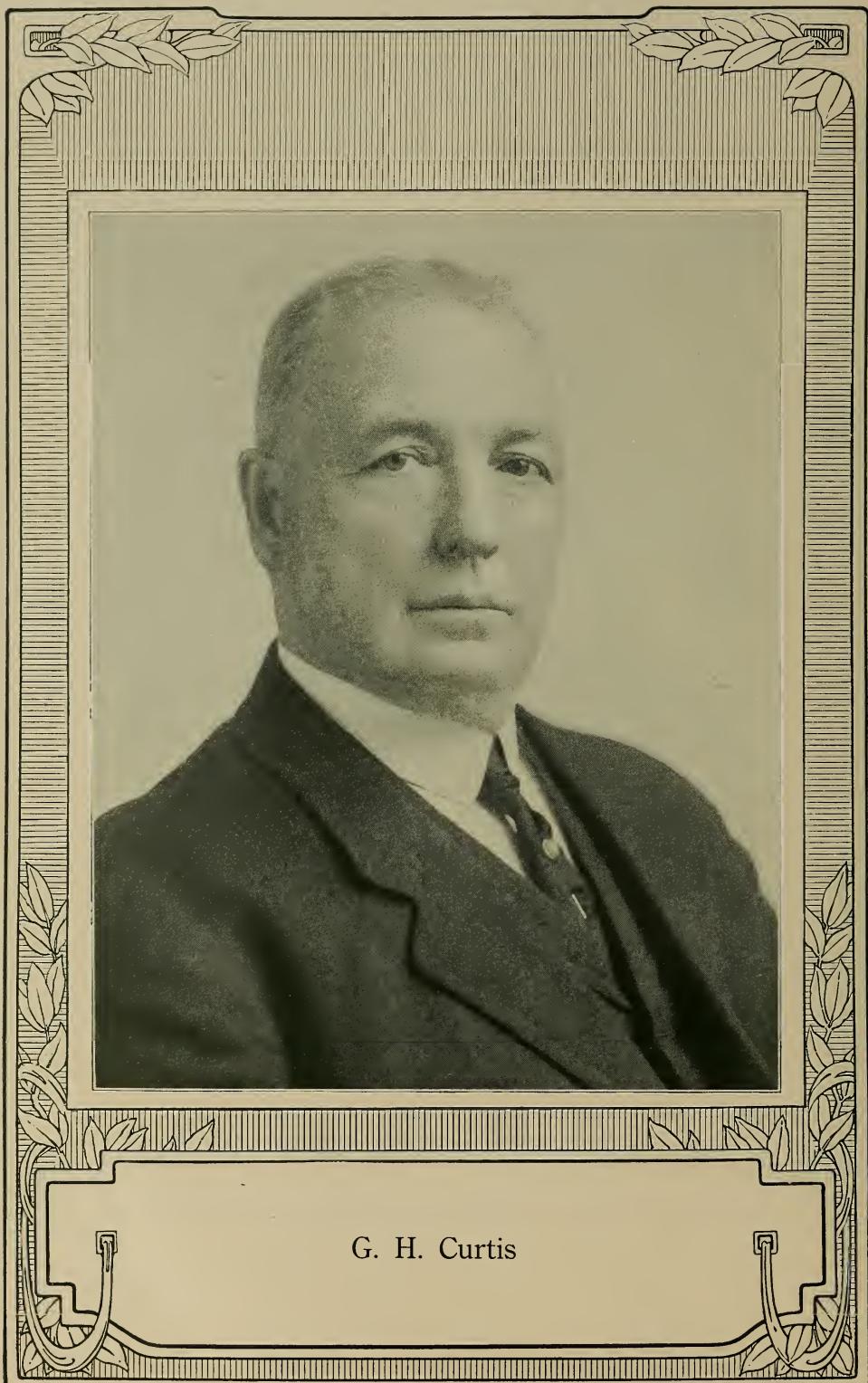
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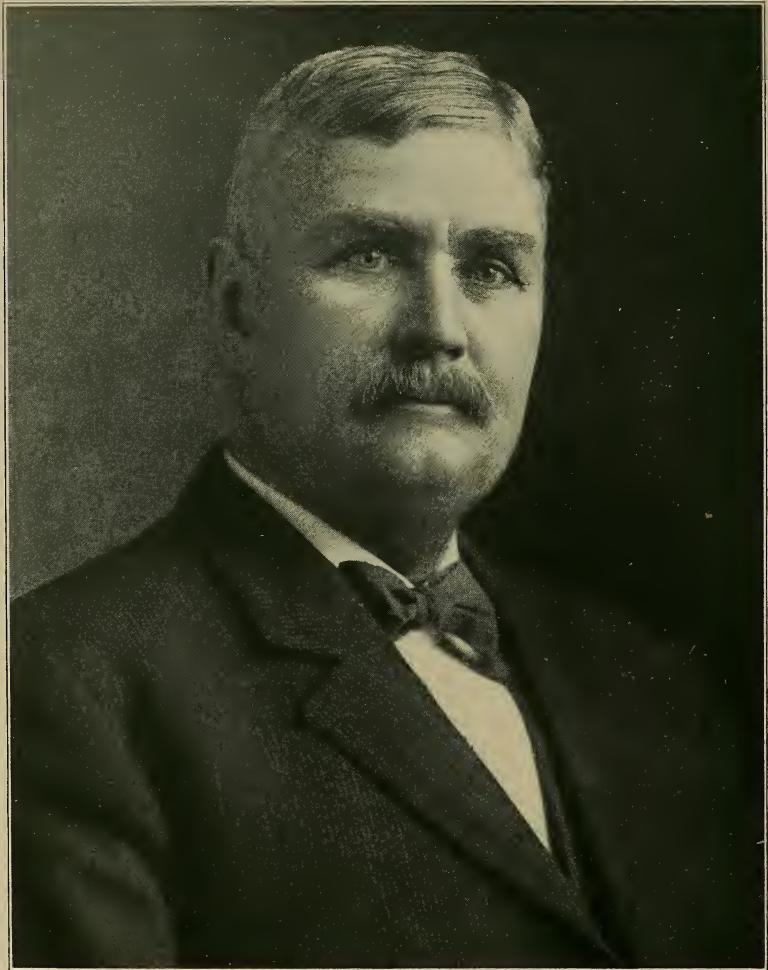
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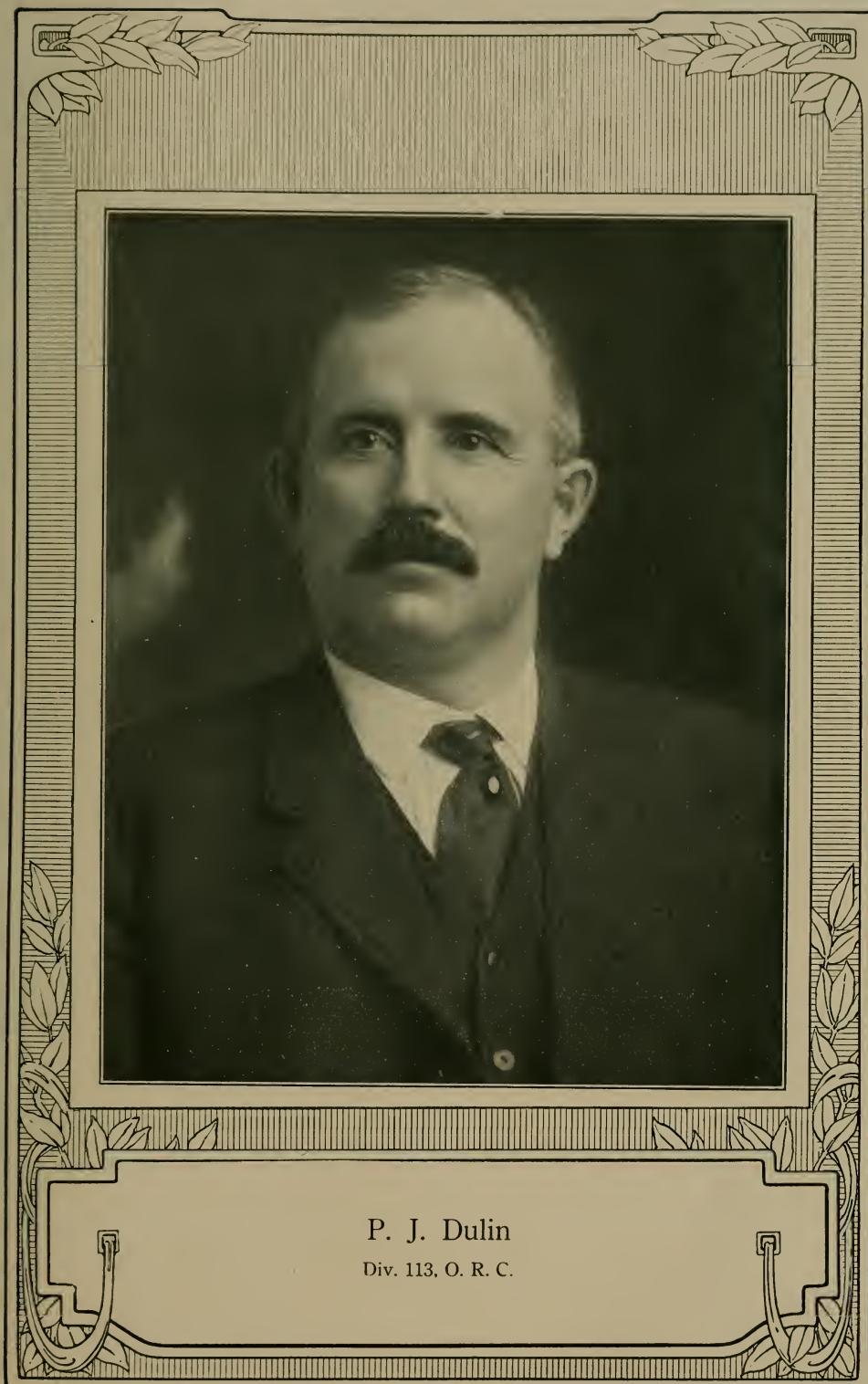
J. D. Roche

Div. 46, O. R. C.



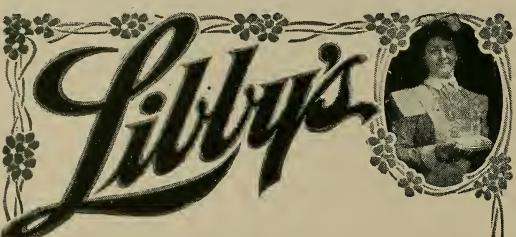
Ed. Cane

Div. 293, O. R. C.



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Div. 113, O. R. C.



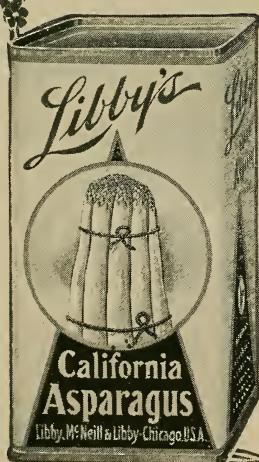
California Asparagus

Fresh and tender with the fine natural flavor of carefully cultivated asparagus.

Picked and canned the same day at our plant in the Sacramento Valley.

Libby's California Fruits

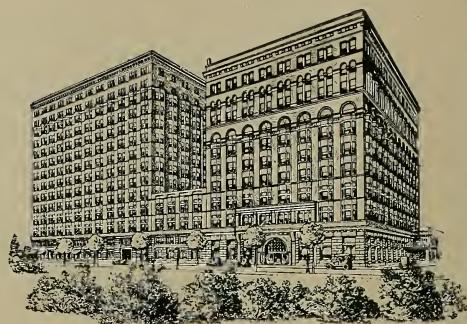
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Apricots
Pears**



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*Ask your Grocer
for Libby's. Insist on getting
Libby's.*

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Chicago



Owned by Congress Hotel Company

Congress Hotel and Annex Chicago

The most extensive, commodious and costly structure ever erected for hotel purposes. Containing magnificent banquet and convention rooms, grand gold room restaurant, German room, English grill room, Pompeian room, most beautiful of its kind in America. Hotel faces Lake Michigan and Grant Park, Michigan Boulevard and Congress Street.

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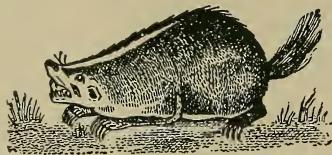
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We Make a Specialty of Railroad and
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We Guarantee Everything
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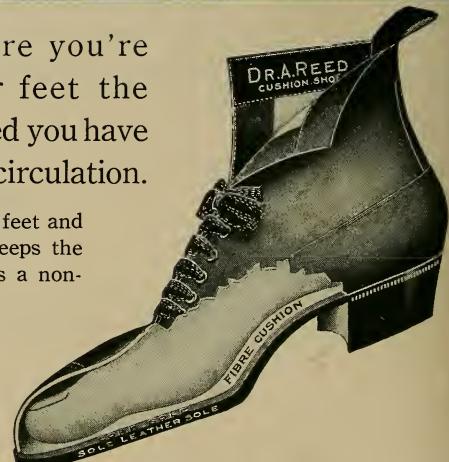
for comfortable shoes that allow the blood free circulation.

The cushion found in these shoes conforms to every part of the feet and allows the weight of the body to be equally distributed; this keeps the feet from becoming tender and perspiring. The cushion sole is a non-conductor of heat and cold.

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Dr. A. Reed's Cushion Shoes





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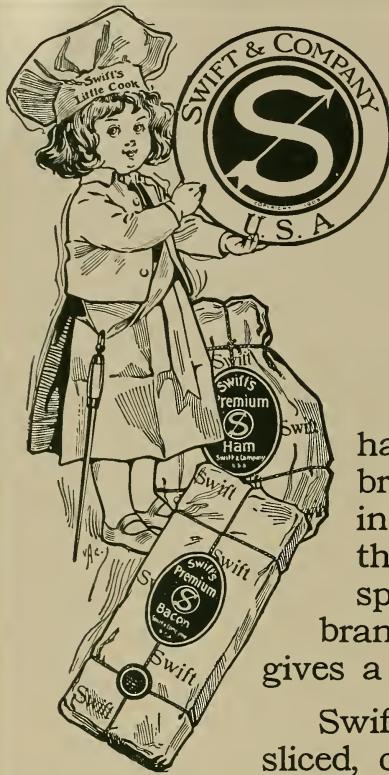


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Swift's Premium Hams and Bacon

have a delightful, mild flavor found in no other brand of smoked meats, because nothing is omitted in curing or smoking that will add in the least to their quality. The best hams and bacon inspected and passed by the U. S. Government are branded Swift's Premium. This care in preparation gives a uniformly perfect product.

Swift's Premium Hams and Bacon, either whole or sliced, can be bought of dealers everywhere. Ask for Swift's Premium and be sure you get it. Look for the label on the wrapper or the brand on the rind.

Swift & Company, U. S. A.

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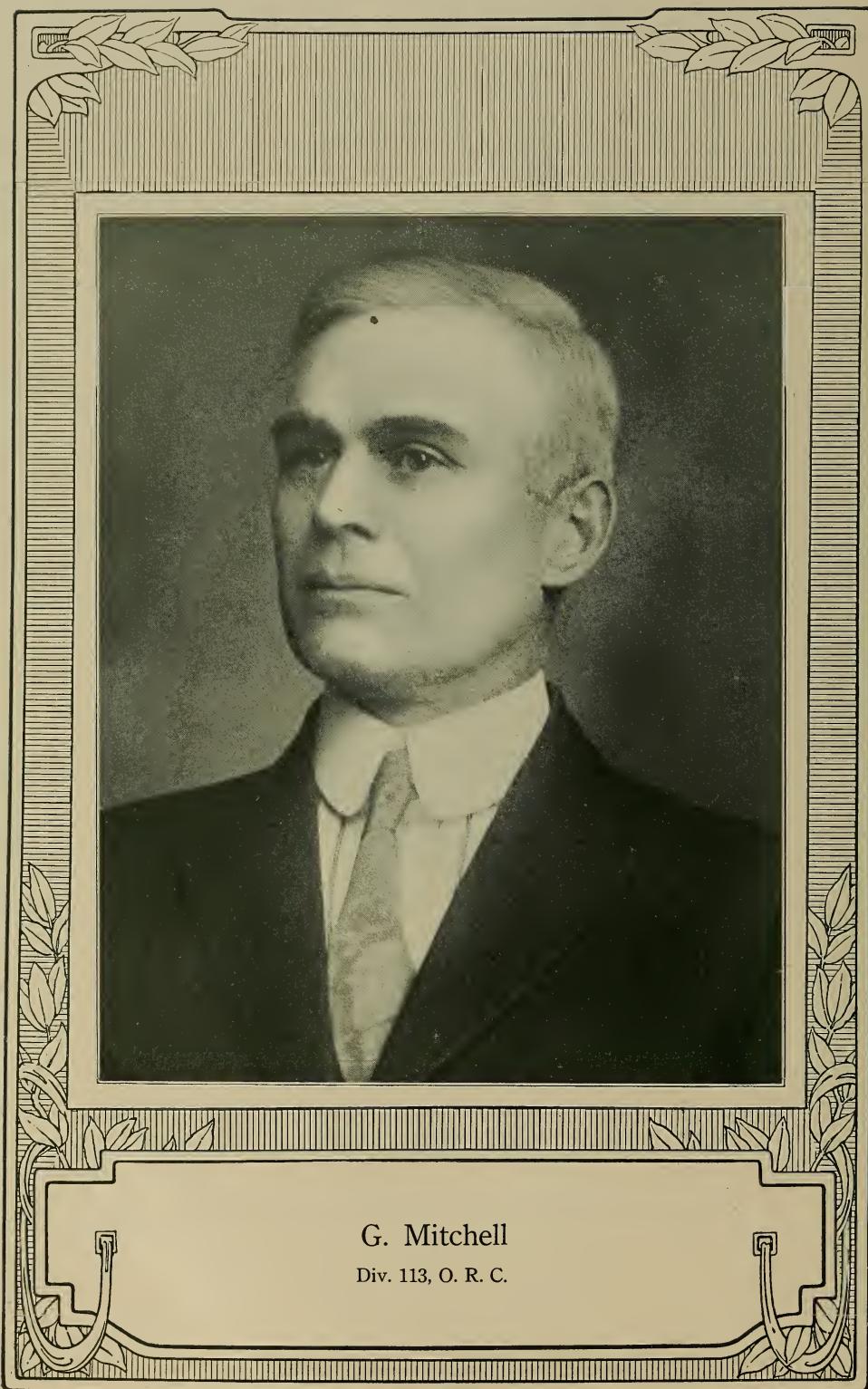


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Chicago, Illinois



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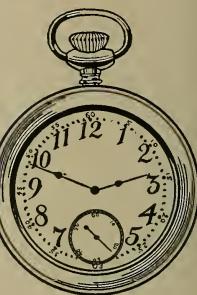


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Elgin Veritas or Waltham Vanguard, 21 fine ruby and sapphire jewels (gold settings), adjusted to temperature, isochronism and five positions, double roller escapement with steel escape wheel; pallet arbor and escape, sapphire pallet stones; compensating balance, Breguet hair spring, micrometric regulator, exposed winding wheels; patent recoil click, patent self locking setting device, double sunk glass enamel dial, dust ring, engraving inlaid with gold, damaskeened plates, closely timed and finely finished throughout. Complete with 20 year gold filled open face case at

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Made on correct principles for heavy feeds and high speeds.

Twisted—not milled—hence strong instead of brittle.

Furnished with flat or Morse taper shanks, as desired.

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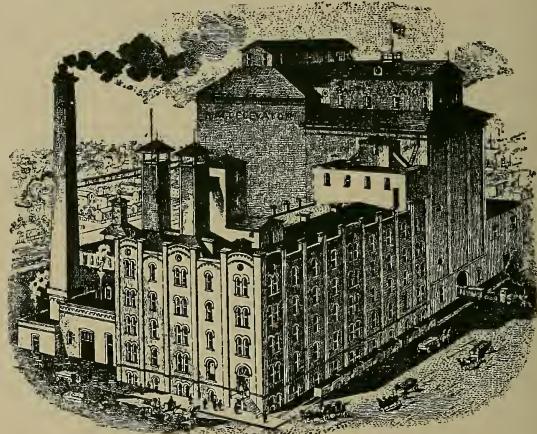
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Established 1857
Rebuilt 1868
Incorporated 1885

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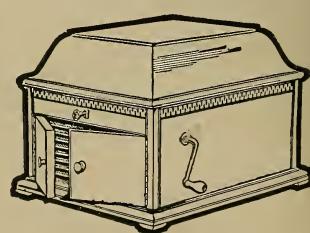
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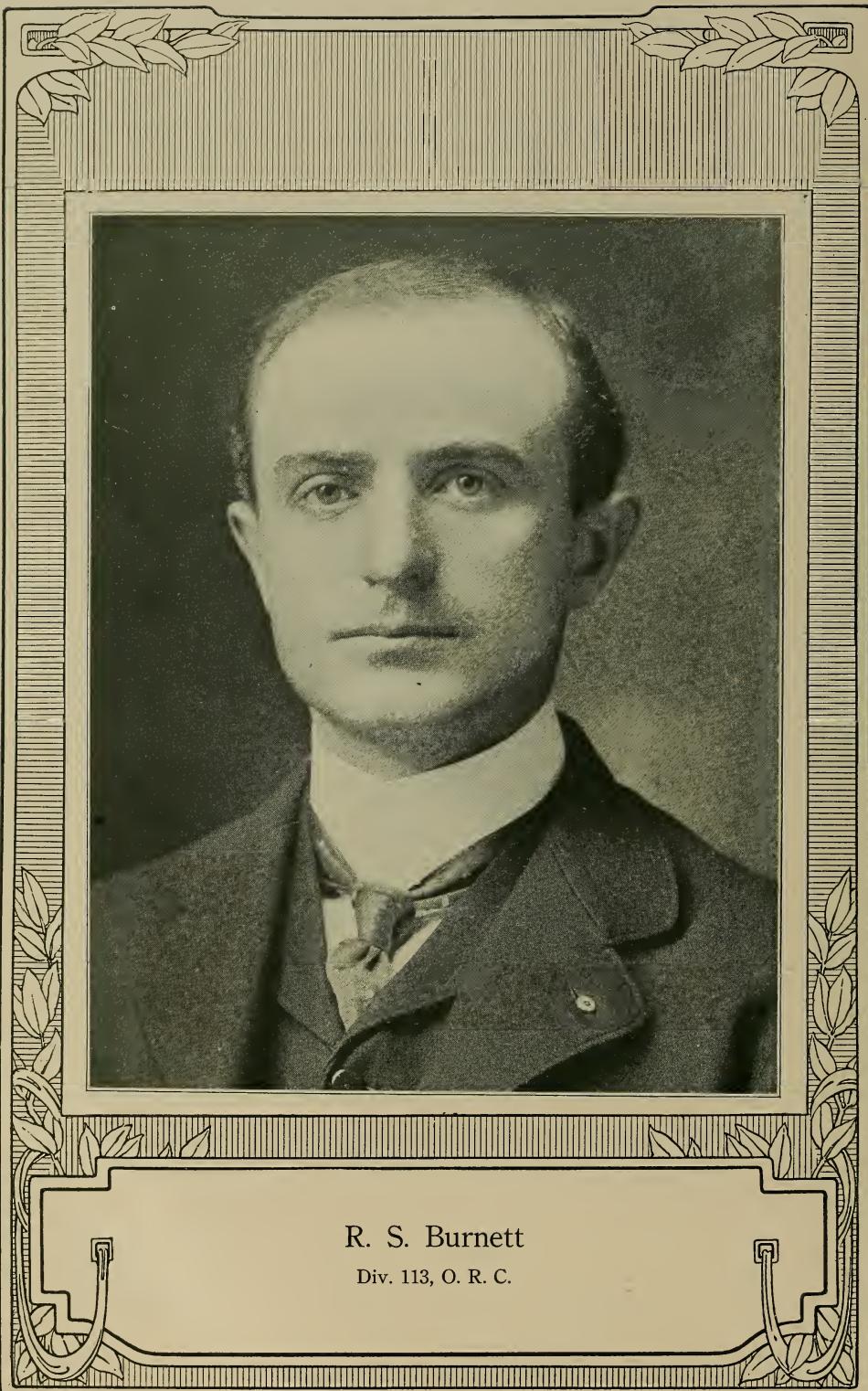


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Supreme Brand Products

Represent the highest possible quality. Carefully selected, exactingly prepared, toothsome, delicious. Stand Supreme in the Packing World. Some of the products are: Hams, Bacon, Lard, Canned Meats, Sausages, Dried Beef, Extracts

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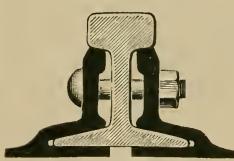
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Highest Awards—Paris, 1900;
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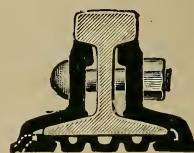
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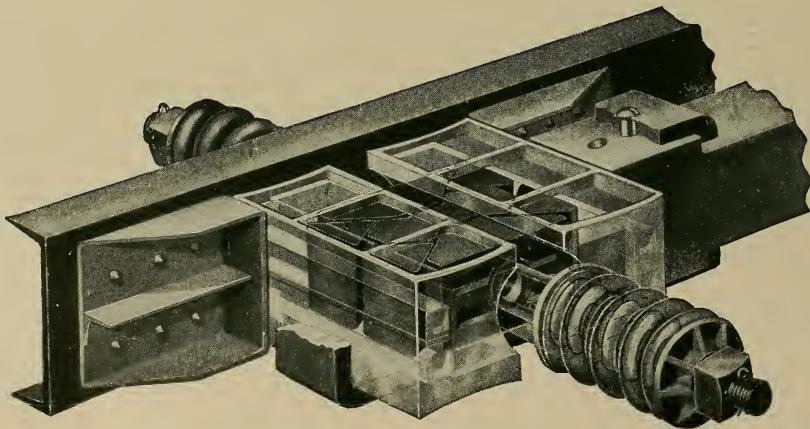
P. M. Paulson

Div. 113, O. R. C.

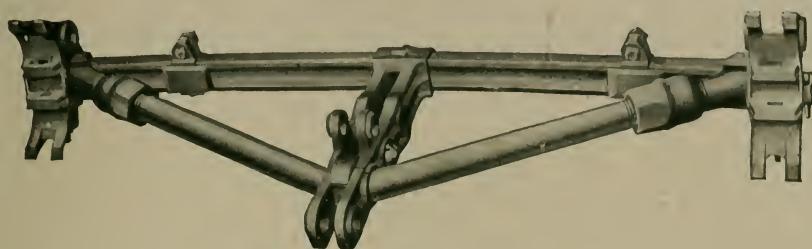


here is a story which is credited to Benjamin Franklin. It runs about this way. He heard one morning a man on the street calling out: "Razors to sell! Razors to sell! Only two shillings!" How the man could afford to sell razors for so ridiculous a price he did not stop to inquire but immediately possessed himself of one, and parted with his two shillings. But he had a most woeful experience in attempting to shave with the razor. No amount of honing or stropping would make anything out of the razor but an instrument of torture. The result obtained from its use was a face sore, and cut, and bleeding. Hearing the same individual on the street the next morning calling out "Razors to sell!" he rushed up to him and said, "Rascal, what do you mean by obtaining money under false pretenses? You sold me a razor that will not shave." "Why," quoth he, "I did not claim that the razors were made to shave, I only said they were made to sell." ¶ Bruce V. Crandall Advertising Service is not at the disposal of those who manufacture that which is "made to sell," but is exclusively for those who manufacture that which will give real service.

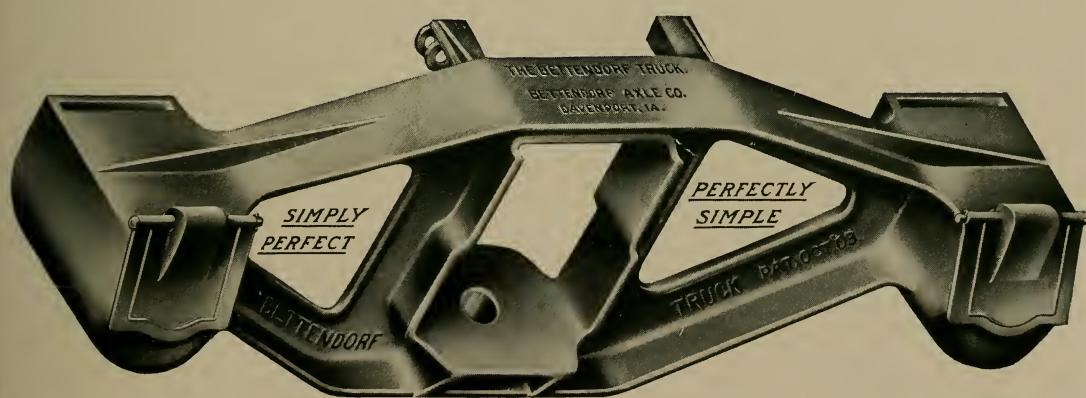
Cardwell Friction Draft Gear

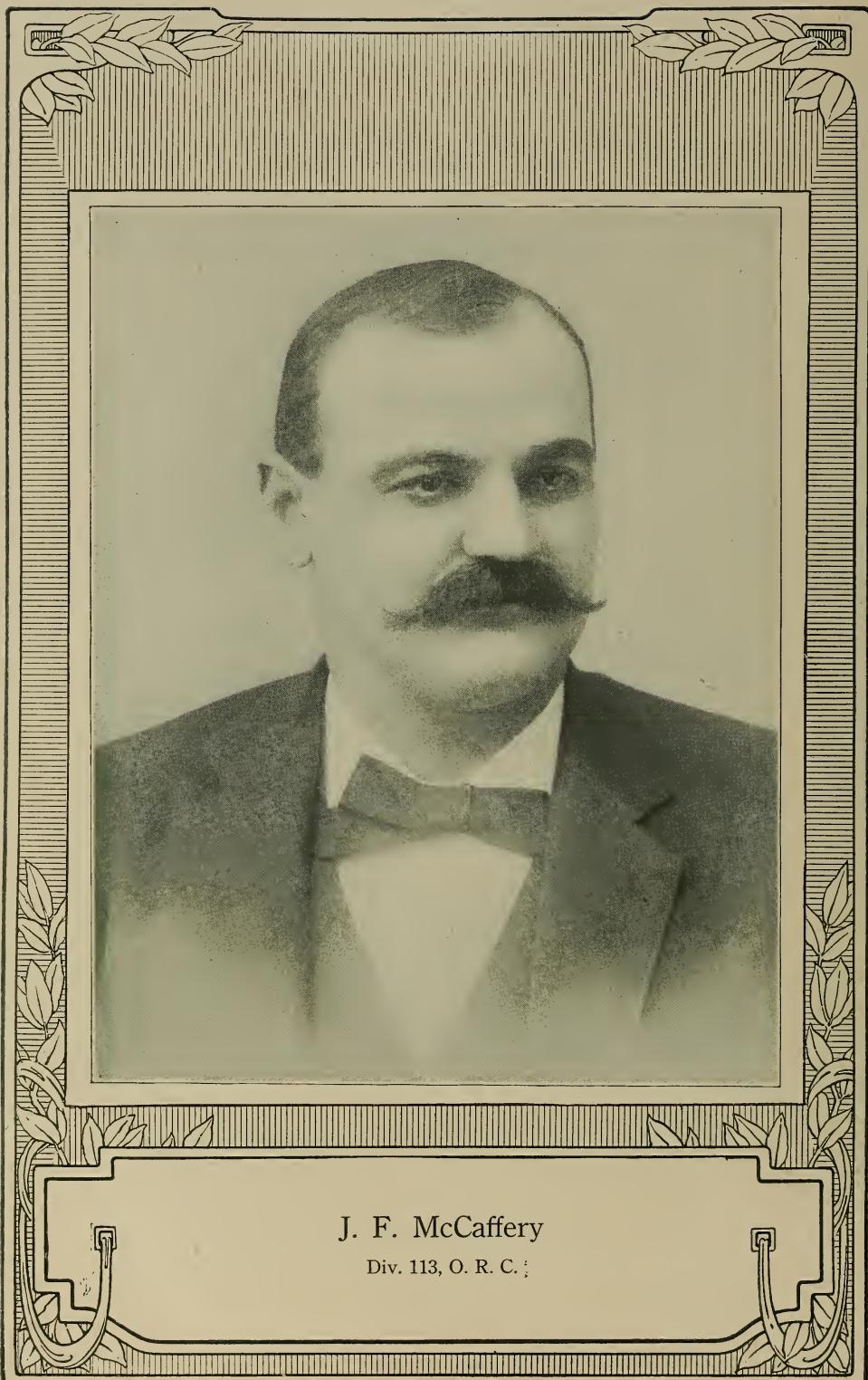


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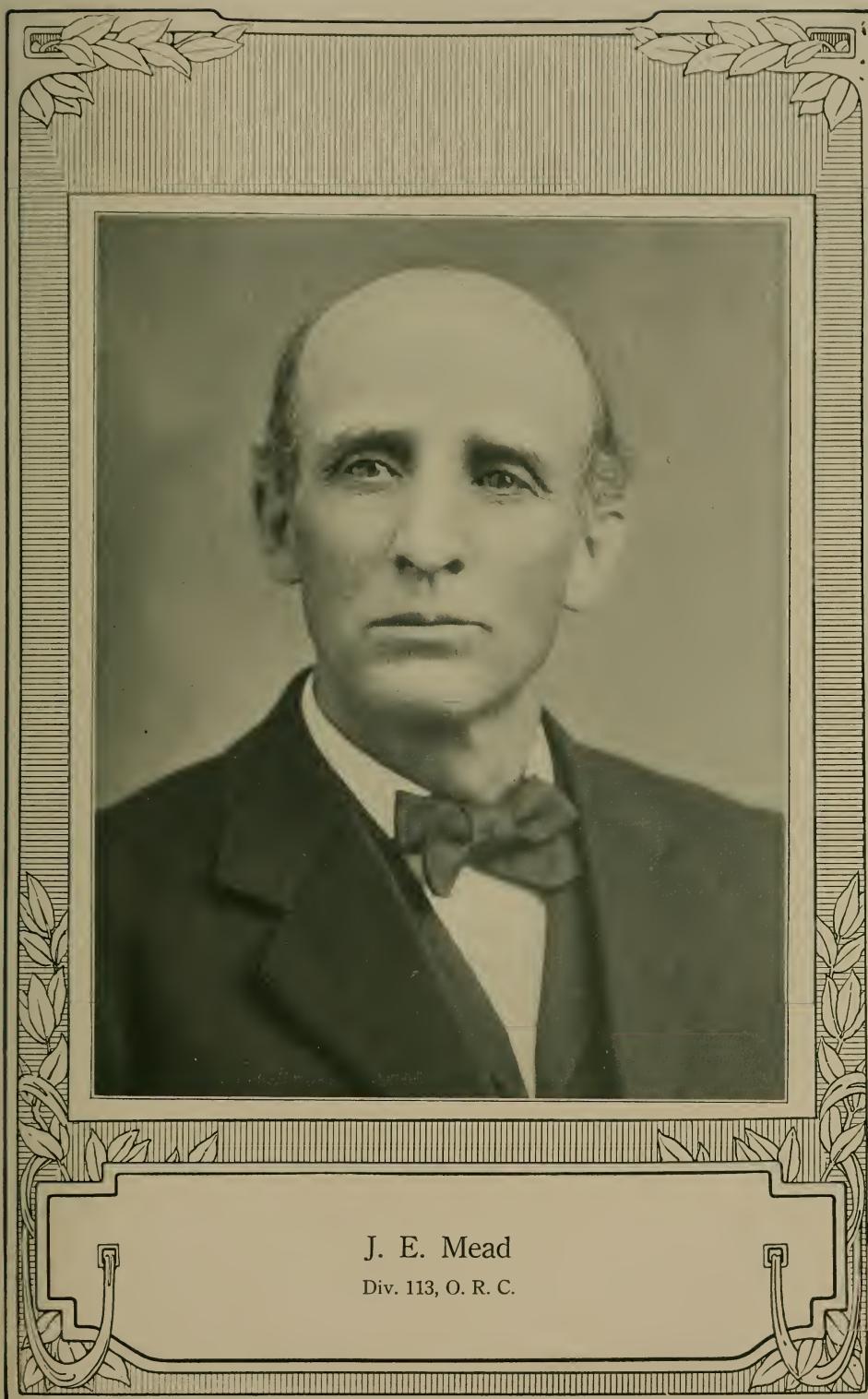


The World's Brake Beam Builders



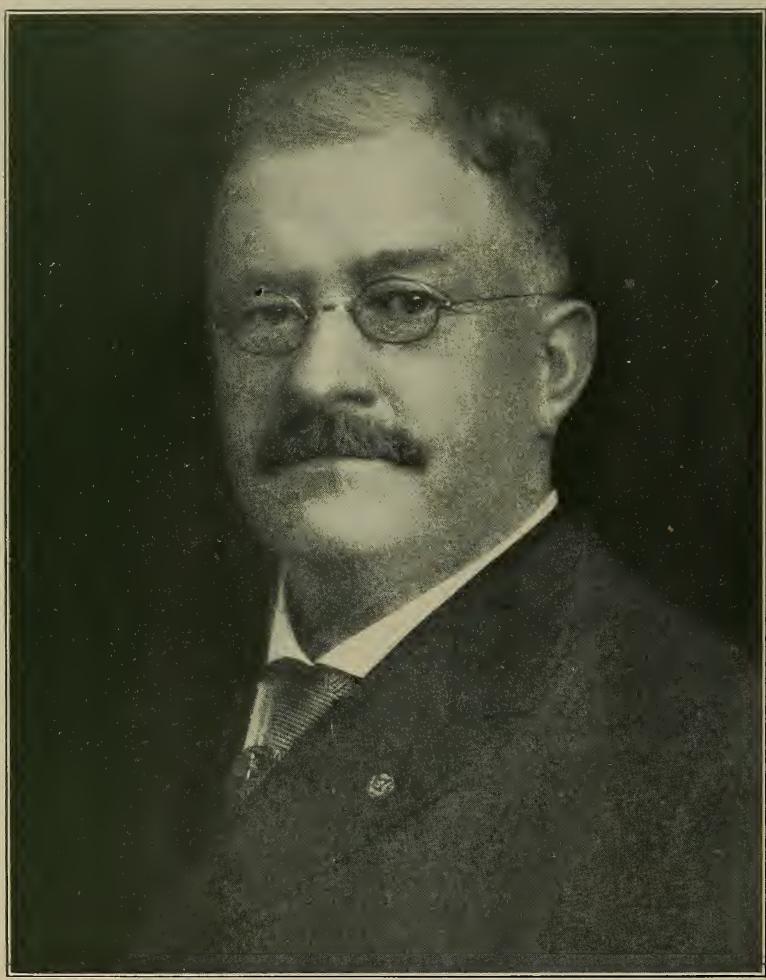


J. F. McCaffery
Div. 113, O. R. C.



J. E. Mead

Div. 113, O. R. C.



E. A. Oestrander

Div. 113, O. R. C.



F. L. Dittmer
Div. 113, O. R. C.



L. T. Howland

Div. 113, O. R. C.



D. J. Lynch

Div. 113, O. R. C.



THE HOWARD WATCH

THE big "Limited" waits for no man. It moves out on the tick of the second.

Set your time-piece by the starting signal or by the conductor's watch—and you have HOWARD time. The point is right there. You can start with HOWARD time but the chances are that you can't keep it unless you carry a HOWARD Watch.

The HOWARD is the greatest Railroad Watch in the world. Whether a HOWARD is worth while for you

depends not on your occupation but on the kind of man you are. If you are an "any time" man, any watch will do; if you are an accurate man, you want a HOWARD—with its splendid adjustment to positions, temperature and isochronism.

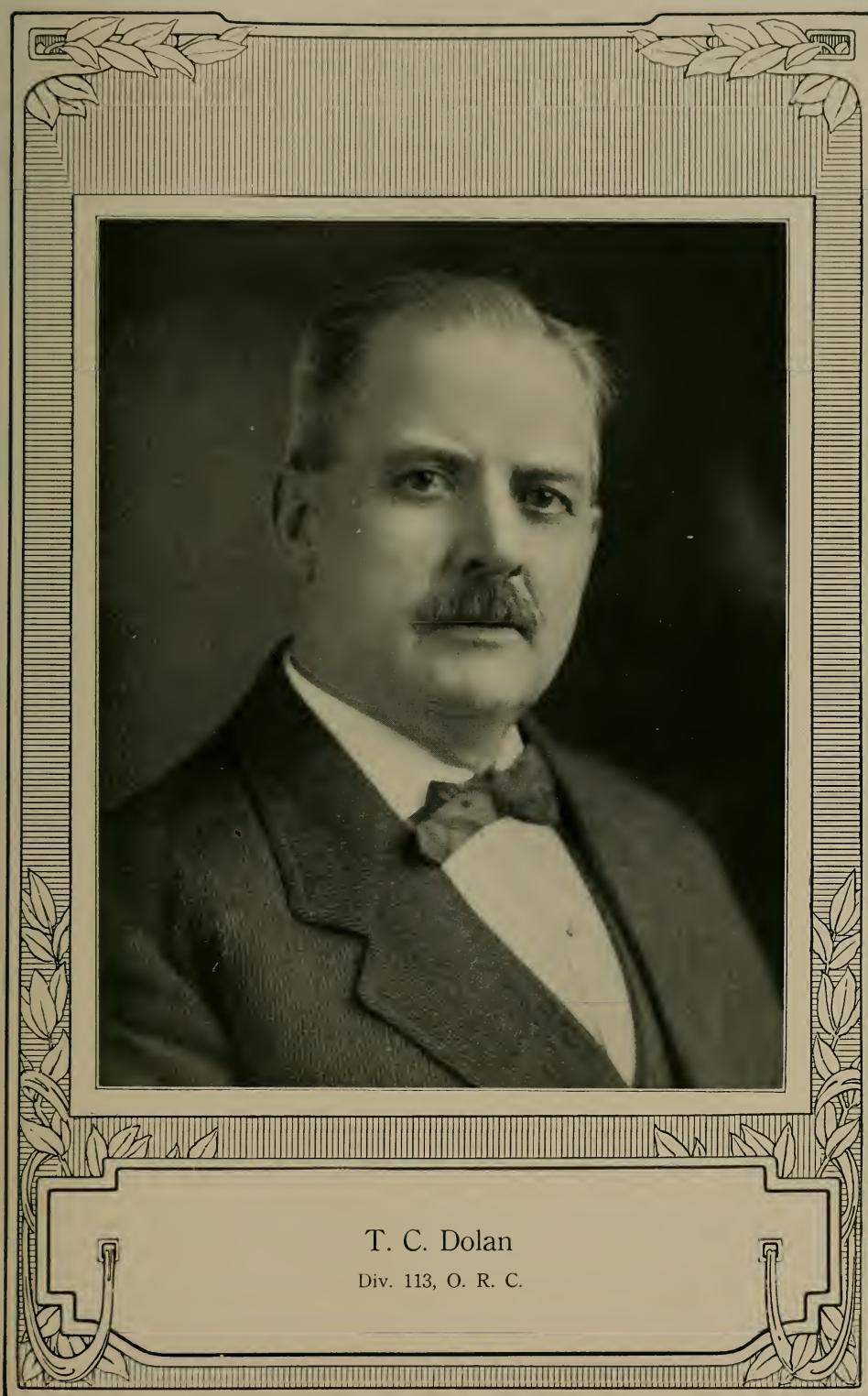
That means authoritative time.

The gain in self-respect is worth more than the investment.

The price of each watch—from the 17-jewel (double roller) in a Boss or Crescent gold-filled case at \$40 to the 23-jewel in a 14 K. solid gold case at \$150—is fixed at the factory and a printed ticket attached.

Not every jeweler can sell you a HOWARD Watch. Find the HOWARD jeweler in your town and talk to him. He is a good man to know. Drop us a postal card, Dept. W, and we will send you "The Story of Edward Howard and the First American Watch"—an inspiring chapter of history that every man and boy should read.

E. Howard Watch Works, Boston, Massachusetts



T. C. Dolan

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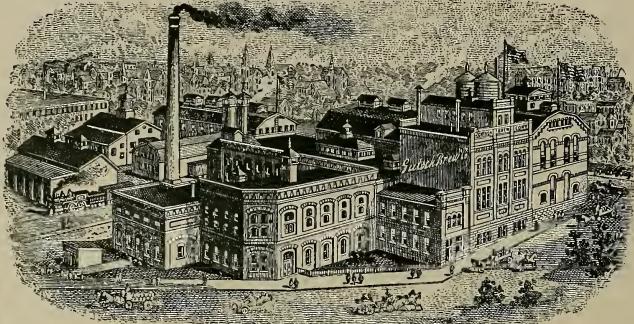
J. J. Glynn

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J. V. Zander

Div. 113, O. R. C.



The

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Brewing Co.
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WRIGLEY'S
CHEW ON, MACDUFF!
WRIGLEY'S
YOU CAN'T CHEW OUT
WRIGLEY'S
THE REAL MINT LEAF FLAVOR IN
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WRIGLEY'S SPEARMINT
WRIGLEY'S
CHEWING GUM
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THE FLAVOR LASTS,
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LASTS, LASTS, LASTS,
LASTS, LASTS, LASTS, LASTS,

Best & Russell Co.'s

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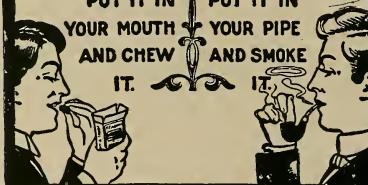
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They Are Mild

You Will Please
Your Customer If
You Sell Him

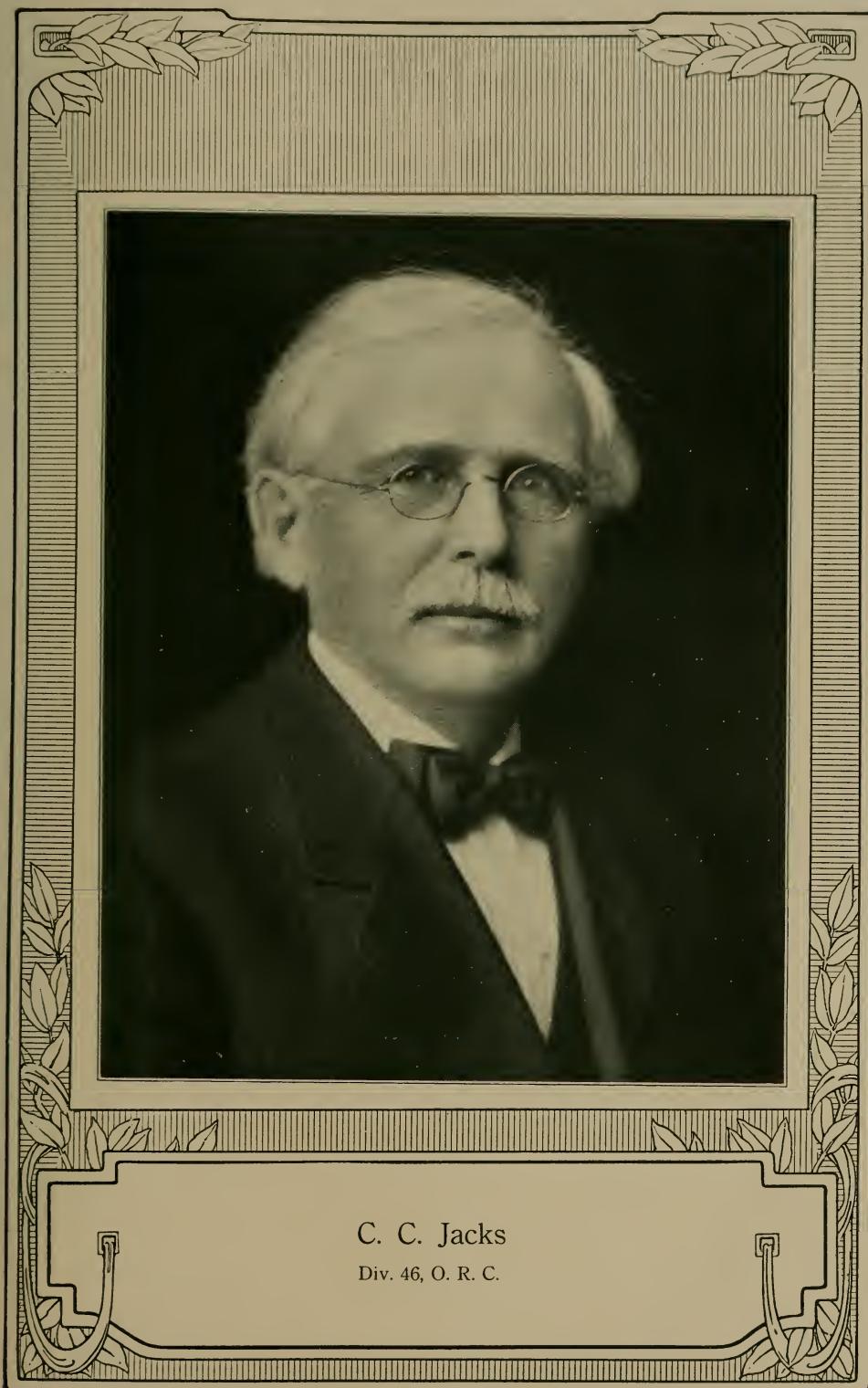
THE OLD RELIABLE
PEERLESS
SMOKING

PUT IT IN YOUR MOUTH
AND CHEW IT.
PUT IT IN YOUR PIPE
AND SMOKE IT.



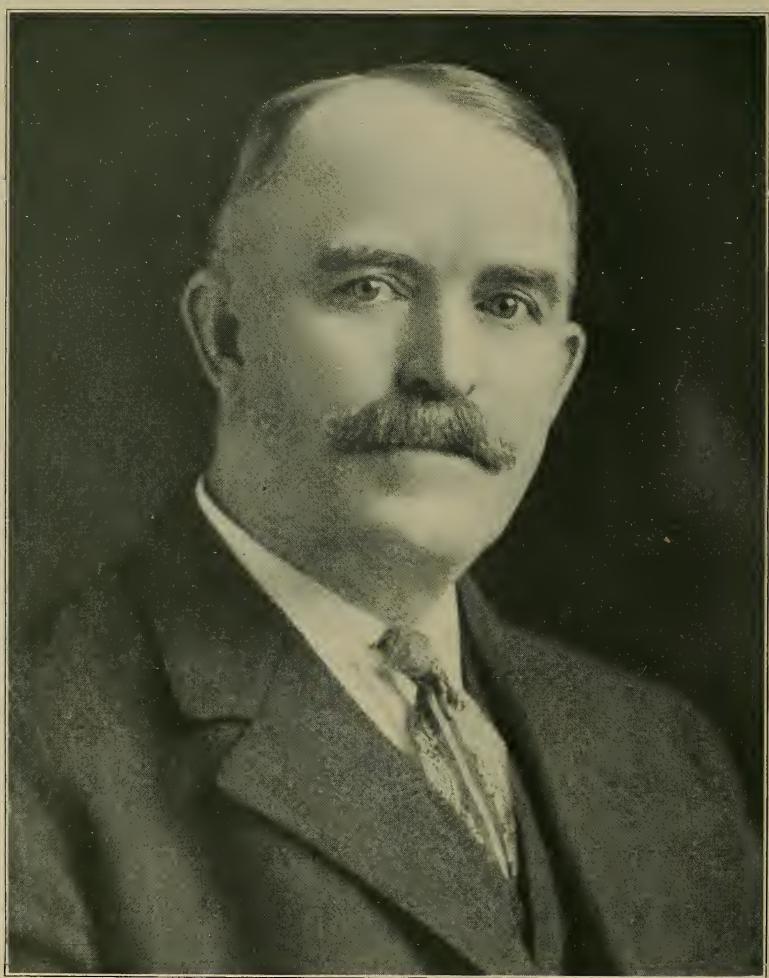
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And when you get tired of railroading and want to settle down to a clean, honorable, profitable business, come to us and let's help you get started in the Soda Water business.

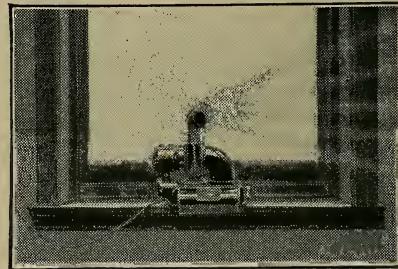
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Electric Fan & Air Purifier



Out-Door Air Delivered to You in Your Office. Outfit installed upon window sash without tools. Reversal of a small lever changes the action of the air from Blowing In to Exhausting Out.

A Cent a Day Will Run It, and the Price is Reasonable.

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Security Building
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We built the Home for the Aged and Disabled Railroad Employees of America

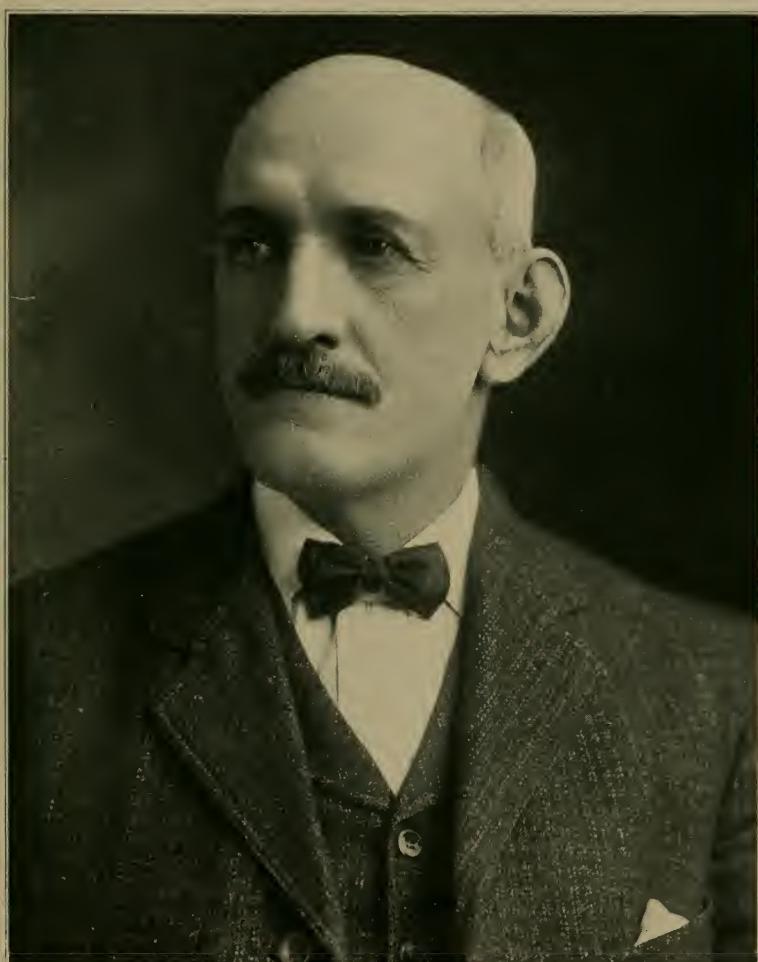


H. M. Garwood
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Simply saying beer is not enough. To get the full measure of purity and goodness you must say Schlitz.

Schlitz is the pure beer. The beer brewed in cleanliness. The beer cooled even in filtered air. Aged so as not to cause biliousness. Finally every bottle is sterilized.

Schlitz beer is good for you. Its barley and hops are food and tonic. Its little alcohol is an aid to digestion.

Get all the good of beer by saying Schlitz.



*Ask for the Brewery Bottling.
See that the cork or crown is branded Schlitz.*

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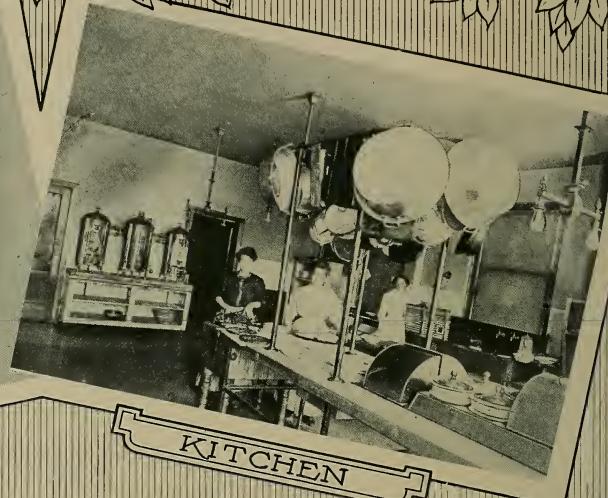


C. F. Ring

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A BEDROOM



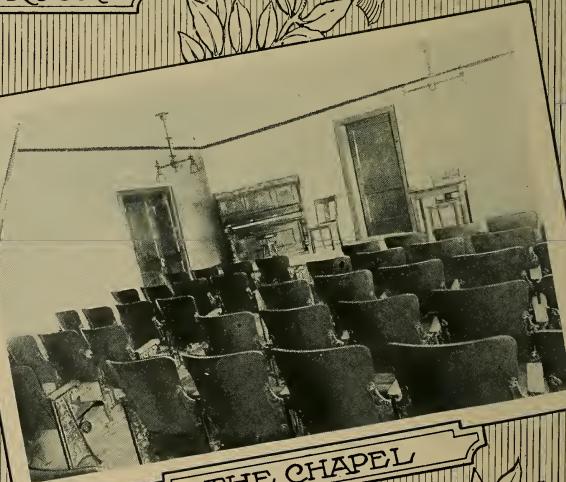
KITCHEN



DINING ROOM



A VIEW OF THE OFFICE



THE CHAPEL

An Historical Sketch

of the New Home for the Aged and Disabled Railroad Employees of America

THE buildings were erected upon the property occupied by the Home originally, consisting of about five acres of land at the intersection of St. John and Beech streets, Highland Park, twenty-three miles north of Chicago, on the Chicago & North Western Railway. The buildings are surrounded by a very fine grove of hard maple, elm, oak and hickory trees, and face the main-line track of the Chicago & North Western Railway and the Chicago & Milwaukee Electric Railway.

Lake Michigan is only three blocks from the Home, and the shore at this point has a ninety-foot bluff, from which a grand view of the lake and the passing boats is obtained.

The Home consists of two buildings, the Administration and Home, occupying one building, the other containing the power plant and laundry.

The main building is three stories and a high basement, practically all above the ground, built in the form of the letter "T," the front part being 150 feet long by 42 feet wide, the center extension being 40 feet wide by 62 feet long.

The building is of a strictly modern style of architecture, the construction of which is fireproof throughout, with a porch or balcony for each floor 10 feet wide by 50 feet long, easily accessible by all of the men.

The color-scheme of the exterior of the buildings harmonizes, and the effect is very pleasing to the eye. The walls from the grade line to the first-story window sills are of chocolate-colored brick; from the first-story window-sill line to the third-story window sills they are of light-red brick; the third-story is of rough-cast cement on rough brick; the trimmings around the first and second-story windows are of chocolate-colored brick, and the roof is of red tile. All the window sills and belt courses are of stone or terra cotta.

All interior partitions are of hollow-tile blocks, plastered each side with cement plaster. Floors and ceilings are of hollow tile and reinforced concrete. The floors of all corridors, toilet-rooms, hospital and kitchen are of composition and cement mosaic. The room floors are of maple. The interior woodwork is of birch, finished in dull mahogany; toilet-rooms, bath-rooms and hospital finished in white enamel. All stairs have iron frames with cement or slate treads, iron newel posts and balusters with birch hand-rails.

The electric elevator carries the men from any floor to the recreation and card rooms in the basement in less than one minute; the elevator has a separate entrance on one side on the ground level for the accommodation of those who are obliged to use wheel chairs.

The main building has a capacity of eighty-six beds besides the hospital, which will accommodate sixteen beds easily and rooms for six men and six women attendants, the superintendent's quarters, kitchen, dining-rooms, chapel, entertainment rooms, etc., each floor having a recreation and reading room; each man has his own individual clothes chest and the double rooms easily accommodate two beds.

The following is a short historical sketch of the Home project, from its inception up to the present time :

The Home, which is known officially as "The Home for Aged and Disabled Railroad Employes of America," was started in Chicago by Dr. Frank M. Ingalls, a member of the Brotherhood of Railway Trainmen, in the year 1890. In the discharge of his duties as a physician, he found a member of the Brotherhood in the Poor House of Cook County, Illinois. Inspired by a desire to benefit his brother who was sick and in need of assistance, and appreciating the stigma cast upon his Brotherhood by having one of its members an inmate in a public poorhouse, he conceived the idea of establishing a Home, where



"Broken Rails"

Brotherhood men might find the comfort and care of a home when no longer able to withstand the hardships and exposure incident to their work.

In pursuance of this philanthropic idea, he established such a home in his own house, first on Walnut Street, second on Washtenaw Avenue, third at Wilmette, for a short period during the summer of 1891, and lastly at its present location in Highland Park, Illinois.

In order to support a home of this kind it was necessary to have financial assistance, and to enable him to carry on the work he appealed to the various divisions and lodges of the different brotherhoods throughout the country, but with only partial success. The railroad men were not lacking in charitable instinct but they did not know the conditions.

Shortly after the inception of this Home project, the Hon. L. S. Coffin, of Iowa, familiarly known to the railroad men in the United States, Canada and Mexico as "Father Coffin," was induced to lend his assistance to the Home movement, and was elected President of the Home Society, which position he still holds.



Shortly after 1891, there came into the work Mr. Lewis Ziegenfus, a member of Division 125 of the Brotherhood of Locomotive Engineers. Although actively employed as an engineer on the Chicago & North Western Railway, he has devoted a great deal of his time and energy to the welfare of the Home. Mr. Ziegenfus' name first appears as a mem-

ber of the Board of Trustees in April, 1896, which is conclusive evidence that he became interested in it at a much earlier date.

In January, 1895, Mr. P. H. Morrissey, then Grand Master of the Brotherhood of Railroad Trainmen, was elected a member of the Home Society, and the Home is indebted for much of its prosperity to his indefatigable labor, and more especially for the projection and completion of this magnificent building.

Mr. George Goding, of the Brotherhood of Locomotive Firemen and Enginemen, No. 499, of Chicago, became interested early in the work of the Home, and throughout its vicissitudes he has been a tower of strength in the furthering of its interests.

Mr. Kilpatrick's connection with the Home dates from January 14th, 1895, when he was elected a member of the Home Society to succeed Mr. R. C. Oakes of Lodge 479, of the Brotherhood of Railroad Trainmen, and shortly afterwards, on April 12th, 1895, he was elected a member of the Board of Trustees and Secretary of the Board, as a result of repeated inquiries about the Home made to Chicago Division No. 1, of the Order of Railway Conductors, and of which he was Chief Conductor at that time. At one of the meetings of that Division Brother A. W. Connors and Mr. Kilpatrick were appointed as a Committee to investigate the work of the Home, so as to make intelligent replies to the numerous questions asked, and after the report was submitted he was selected to represent Division No. 1 in the Home Society. Since that time he has been continuously a member of the Board of Trustees, having as his associates Mr. R. B. Roberts, of Waukegan, a passenger conductor on the North Western Railway, recently deceased, and Dr. J. C. Valentine, a physician of Chicago, Mr. Ziegenfus and Mr. Morrissey.

The first superintendent or manager of the Home was Dr. Frank M. Ingalls. He was succeeded by Mrs. T. B. Watson, a member of the Ladies' Auxiliary of the Order of Railway Conductors; who in turn on November 1, 1903, was succeeded by Mr. John O'Keefe, a member of the Brotherhood of Railroad Trainmen. To the persistent and insistent methods of Mr. O'Keefe is due in a large measure the success of the Home. When he took charge, with practically an empty treasury, the contributions to its support were barely sufficient to defray the monthly bills, and at the meeting in 1909, there was a cash balance of \$25,248.57, which has been used to help construct the new building.

The ladies early became interested in this work, realizing the importance of it through personal experience and knowledge, and they have contributed largely to its interests.

That a building has been erected which is a credit to every one engaged in its construction will be conceded on even a superficial examination, and the combined efforts of the four railway brotherhoods, together with the earnest assistance of the noble women who compose their auxiliaries, have erected an imposing monument, dedicated to the care and comfort of their unfortunate brothers, and which will compare favorably with similar institutions in this or any other country.

Since the institution was started, the Home has provided for 133 brotherhood men.

The Board of Trustees is content to leave the future needs of the Home in the hands of the noble men and women who constitute these brotherhoods and their auxiliaries, feeling confident that they will provide ways and means for the perpetuation of this most worthy duty to unfortunate railway men.

Record of Inmates at the "Home" During the Year 1910

Brotherhood of Locomotive Engineers

Name	Lodge.	Location	Age.	When Admitted	Disability
Jefferson J. Newell	3	Collinwood, Ohio	89	December 27, 1905	Old Age.
Chas. B. Lumsden	5	Los Angeles, Cal.	54	May 30, 1905	Locomotor Ataxia.
Frank Durlin	6	Boone, Iowa	57	June 25, 1895	Partial Paralysis.
M. M. Zumbrum	29	Pueblo, Colo.	56	March 22, 1895	Locomotor Ataxia.
Harry J. Ryan	33	Battle Creek, Mich.	60	December 6, 1900	Loss of Both Hands.
William F. Murphy	88	North Platte, Neb.	62	December 6, 1908	General Debility.
Isaac H. Meeker	157	Jersey City, N. J.	61	December 21, 1901	Partial Paralysis.
Myron L. Ware	183	Omaha, Neb.	54	January 18, 1909	General Debility.
Chas. Whitehouse	186	Denver, Colo.	64	April 16, 1895	Locomotor Ataxia.
Chas. C. Dean	290	Superior, Wis.	59	February 10, 1910	General Debility.
Michael M. Vail	380	Sayre, Pa.	50	January 28, 1909	Locomotor Ataxia.
Andrew W. Crawford	94	Marquette, Mich.	53	September 21, 1910	Chronic Rheumatism.
John S. Hitchcock	164	Atchison, Kan.	79	November 3, 1910	Old Age.
L. R. Bretz	257	Mauch Chunk, Pa.	44	December 12, 1910	Locomotor Ataxia.

Brotherhood of Locomotive Firemen and Enginemen

Name	Lodge.	Location	Age.	When Admitted	Disability
Fred Kraul	16	Terre Haute, Ind.	64	September 29, 1902	Partial Paralysis.
Joe J. Bellaire	26	Baraboo, Wis.	69	September 25, 1896	Loss of Both Hands.
Frank Alspaugh	27	Cedar Rapids, Iowa	45	October 16, 1903	Locomotor Ataxia.
Wm. McPherson	59	Pueblo, Colo.	44	October 1, 1907	Loss of Both Hands & Eyes.
Edmund Burke	59	Pueblo, Colo.	72	March 27, 1909	General Debility.
Martin McManus	64	Sioux City, Iowa	35	September 4, 1910	Spinal Disease.
Ellsworth Compton	75	Philadelphia, Pa.	47	June 20, 1907	Muscular Atrophy.
George A. Walker	138	Freeport, Ill.	52	August 24, 1910	Total Collapse of Muscles and Nerves, Loss of Hand.
Nat J. Eby	374	Hemington, Kan.	45	October 30, 1905	General Debility.
Robert Templeton	379	Sayre, Pa.	37	May 18, 1909	Locomotor Ataxia.
Robert McKinley	388	Milwaukee, Wis.	51	June 29, 1905	Partial Paralysis.
Harry J. Lenfesty	407	Seattle, Wash.	30	September 12, 1910	Total Blindness.
Chas. W. Tice	463	Elmira, N. Y.	40	June 26, 1902	Curvature of Spine.
William J. Webster	503	Basalt, Colo.	47	July 15, 1904	Paralysis.
W. B. Thomas	188	Chicago, Ill.	58	December 19, 1910	Locomotor Ataxia.

Order of Railway Conductors

Name	Lodge.	Location	Age.	When Admitted	Disability
Chas. H. Gardner	44	Denver, Colo.	60	July 12, 1902	Locomotor Ataxia.
John Hancock	44	Denver, Colo.	56	October 19, 1910	Partial Paralysis.
Chas. W. Tyler	95	McCook, Neb.	53	June 25, 1908	Loss of Right Arm.
Chas. H. Harvey	95	McCook, Neb.	59	August 13, 1909	Sensory Aphasia.
Wm. H. Shiple	151	Wichita, Kan.	52	April 19, 1910	Extreme Nervousness.
James B. Cunningham	159	City of Mexico, Mexico	59	November 1, 1910	Partial Paralysis.
Oliver E. Burk	227	Lincoln, Neb.	61	April 21, 1907	General Debility.

Brotherhood of Railroad Trainmen

Name	Lodge.	Location	Age.	When Admitted	Disability
Jerry Van Buskirk	12	Ottumwa, Iowa	46	October 15, 1893	Partial Paralysis.
Edward Burkholder	31	Pueblo, Colo.	46	March 9, 1910	Loss of Leg.
William M. Madison	45	St. Louis, Mo.	60	March 22, 1903	General Debility.
Lawrence C. Duffee	68	Ogden, Utah	52	September 5, 1904	Locomotor Ataxia.
Joseph Messinger	100	Mauch Chunk, Pa.	52	August 3, 1904	General Debility.
Fred Fogg	185	Clinton, Iowa	53	August 4, 1908	Locomotor Ataxia.
Fred F. Finney	225	Pittsburg, Pa.	47	May 29, 1907	Locomotor Ataxia.
James E. Smithers	444	Williamsport, Pa.	58	September 15, 1910	General Debility.
William Delaney	479	Chicago, Ill.	42	June 14, 1910	Locomotor Ataxia.
William Pfennig	520	Council Bluffs, Iowa	46	November 4, 1909	Loss of Both Legs.
Frederick M. Coombs	545	East St. Louis, Ill.	40	May 5, 1910	General Debility.
Edward L. Boyd	555	Detroit, Mich.	—	October 14, 1910	Partial Paralysis.

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Lodge No. 198.....San Francisco, Cal.	Lodge No. 271.....Champaign, Ill.	Lodge No. 487.....McCook, Neb.

Brotherhood of Locomotive Firemen and Enginemen

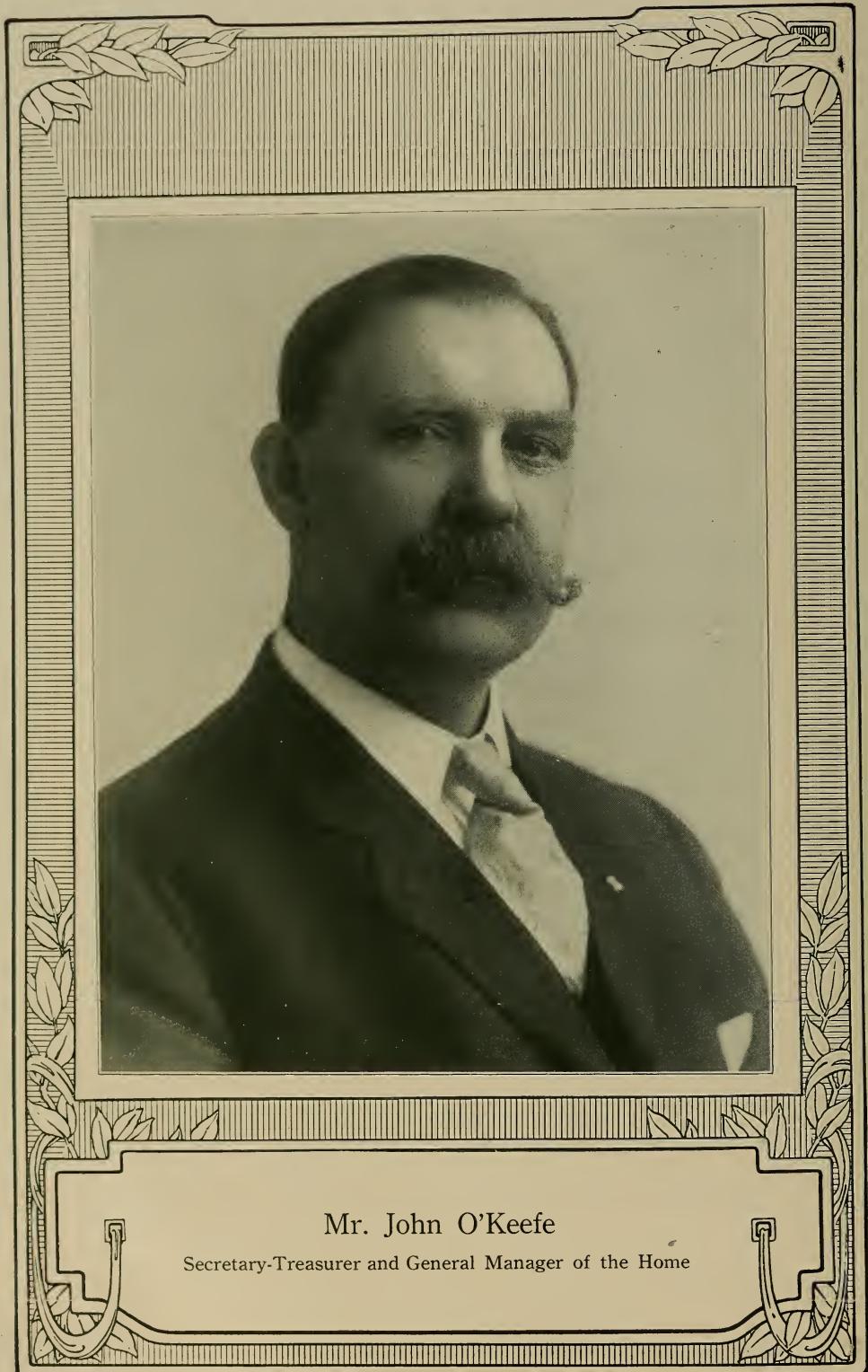
Lodge No. 3.....Jersey City, N. J.	Lodge No. 563.....Merrick, Mass.
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Brotherhood of Locomotive Engineers

Division No. 20.....Logansport, Ind.	Division No. 223.....Selma, Ala.	Division No. 556.....New Franklin, Mo.
Division No. 80.....Abbotsford, Wis.	Division No. 254.....Salamanca, N. Y.	Division No. 595.....Chaffee, Mo.
Division No. 159.....Cedar Rapids, Ia.	Division No. 257.....Mauch Chunk, Pa.	Division No. 282.....Needles, Cal.

Order of Railway Conductors

Division No. 1.....Chicago, Ill.	Division No. 104.....Middletown, N. Y.	Division No. 282.....Needles, Cal.
Division No. 18.....Temple, Texas	Division No. 117.....Minneapolis, Minn.	Division No. 395.....Salt Lake, Utah



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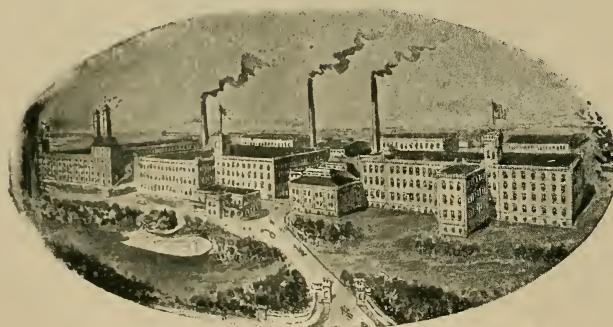
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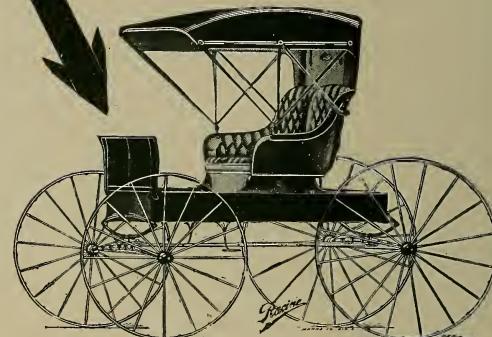
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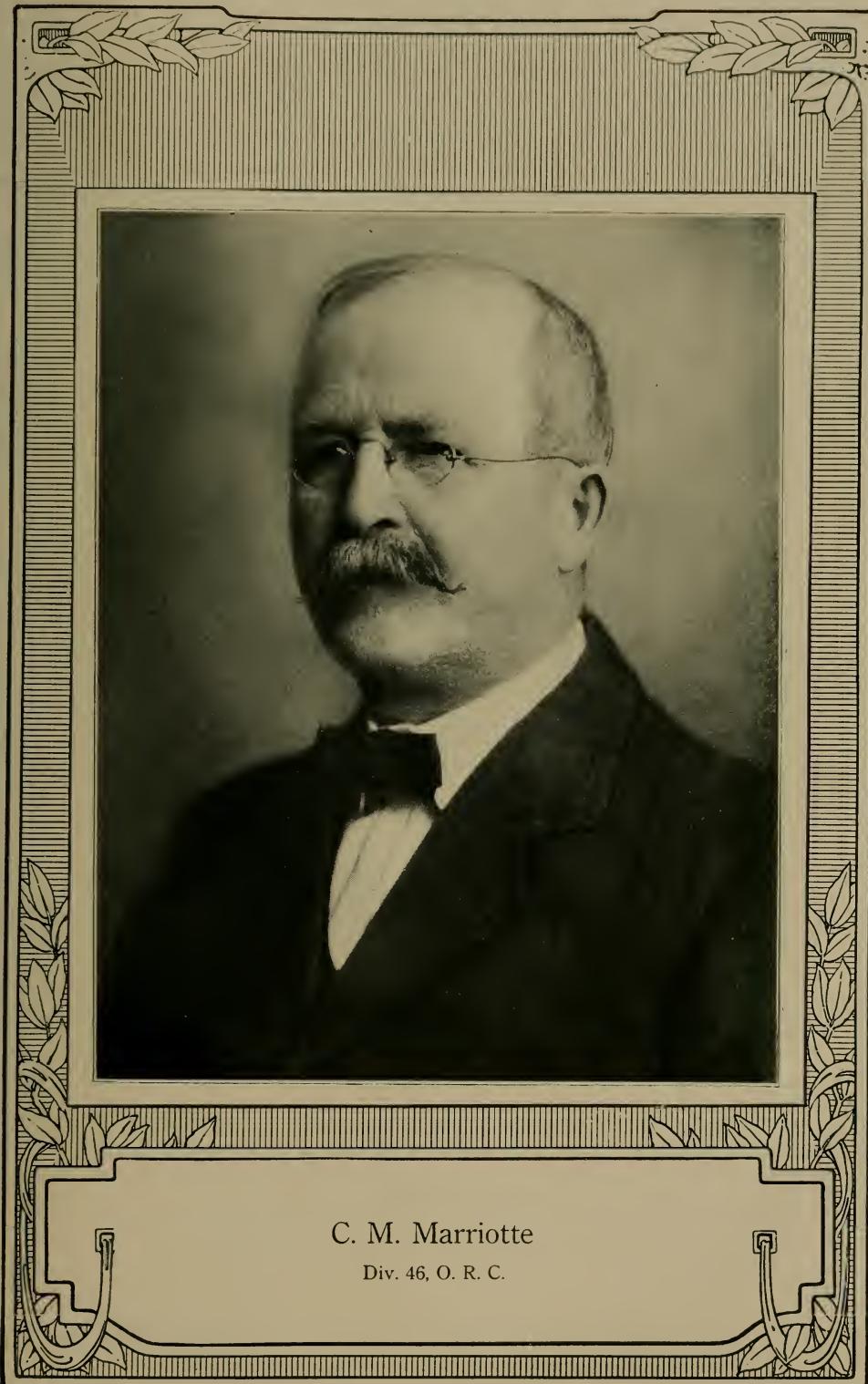
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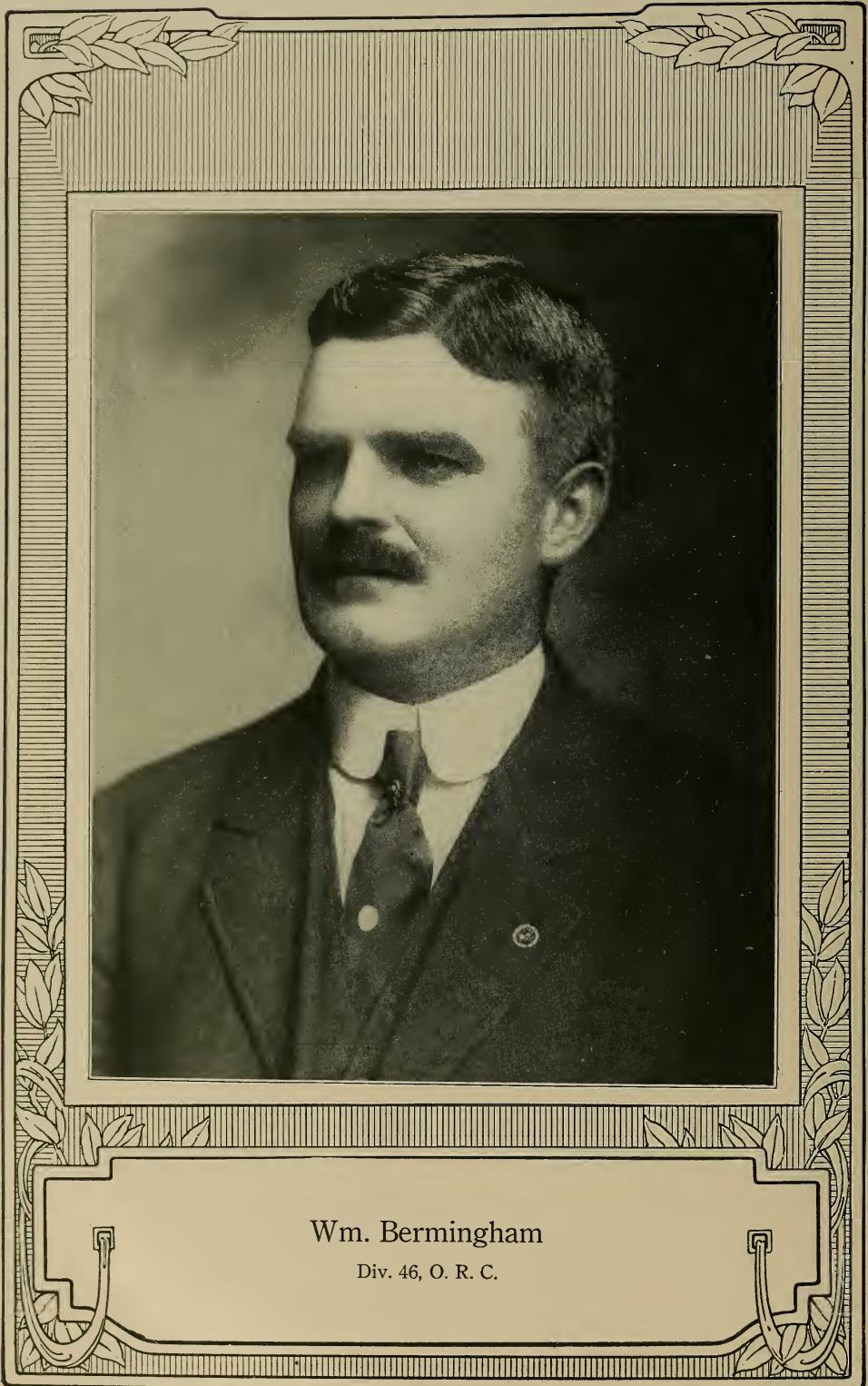
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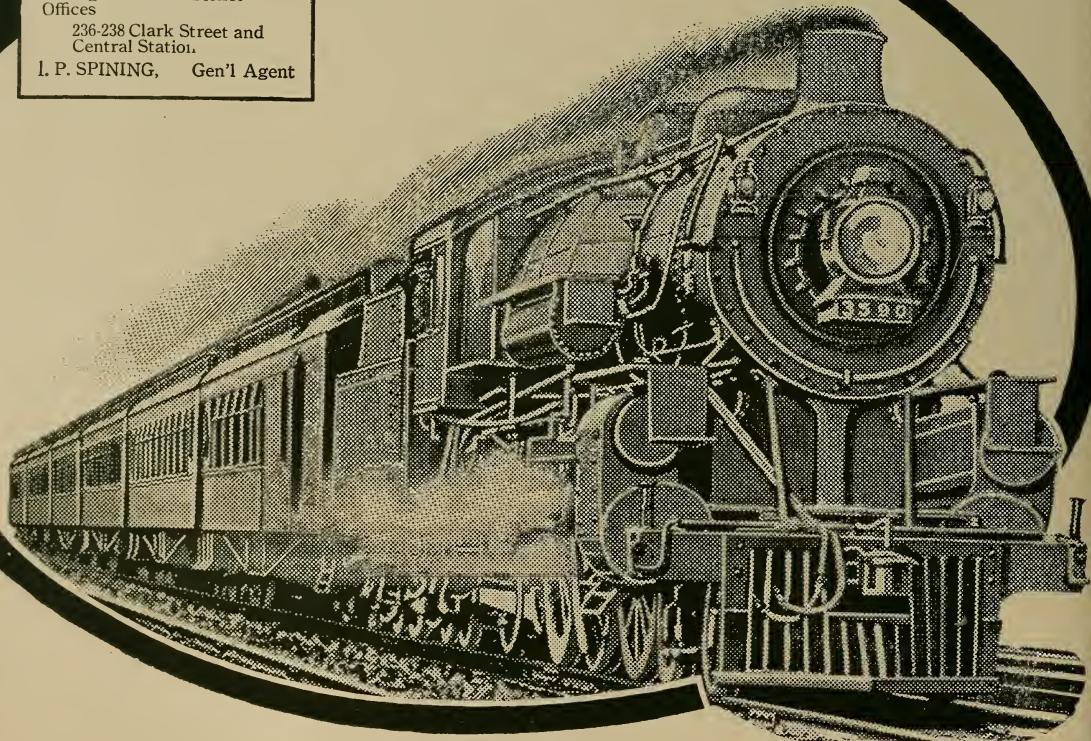
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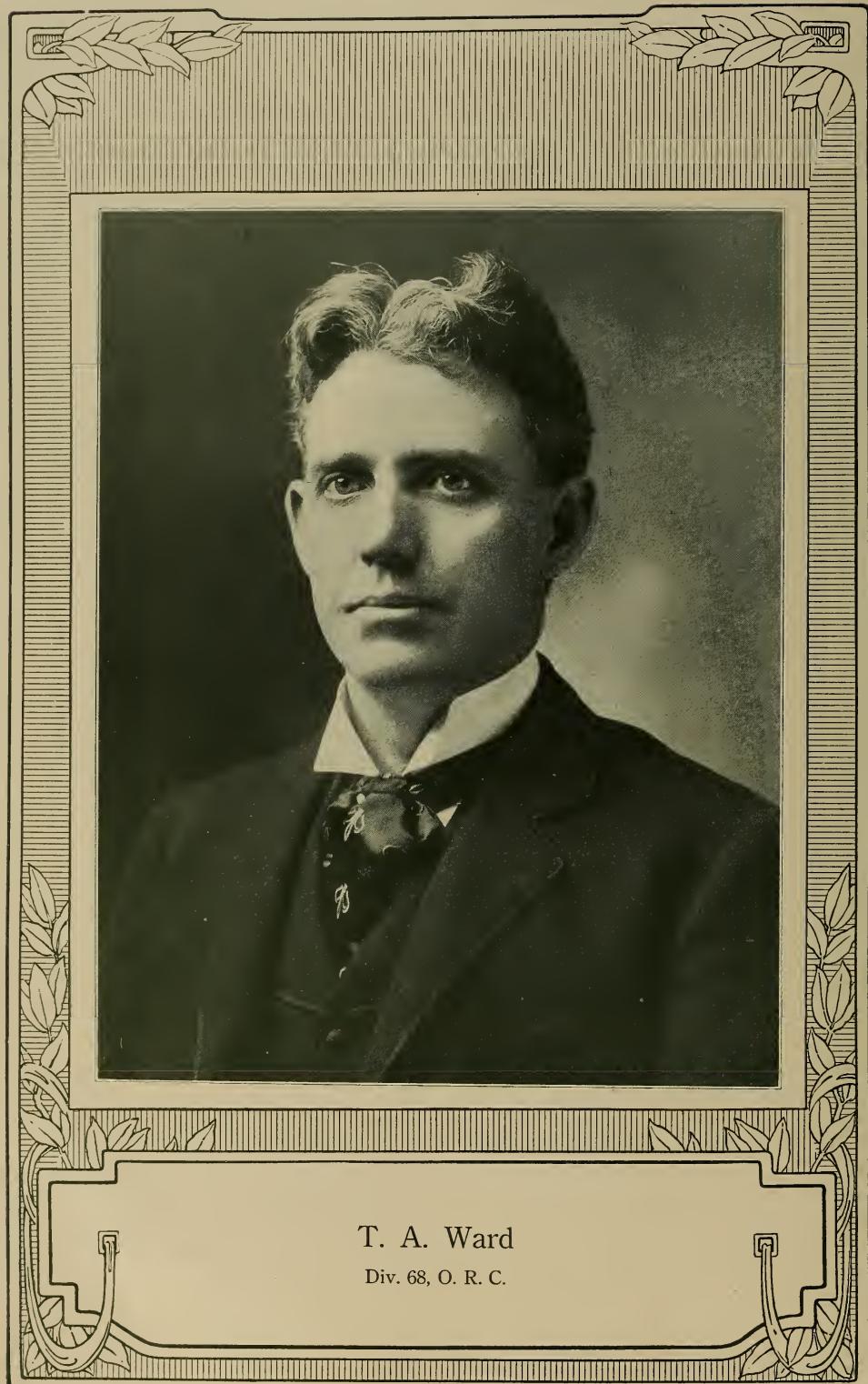
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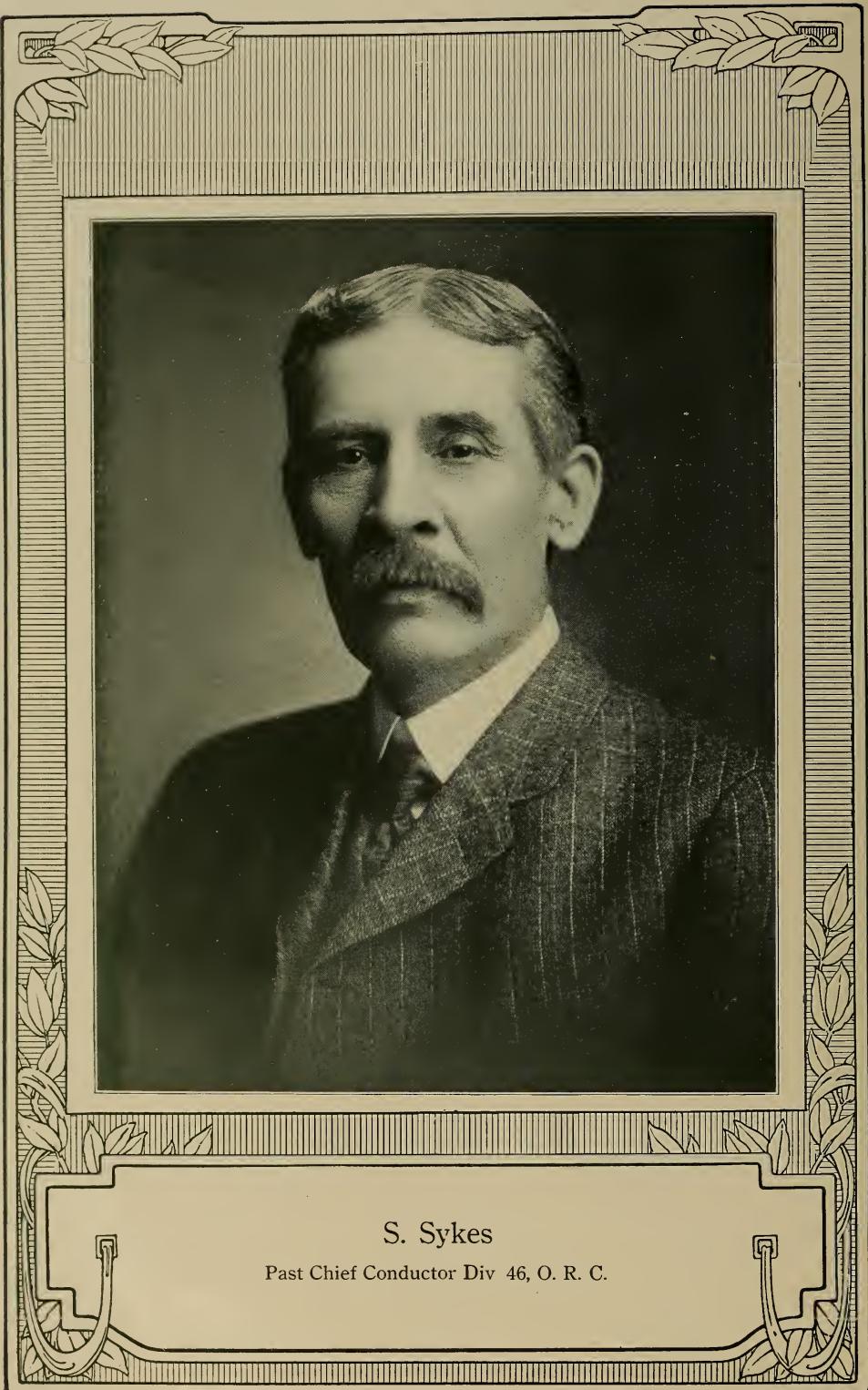
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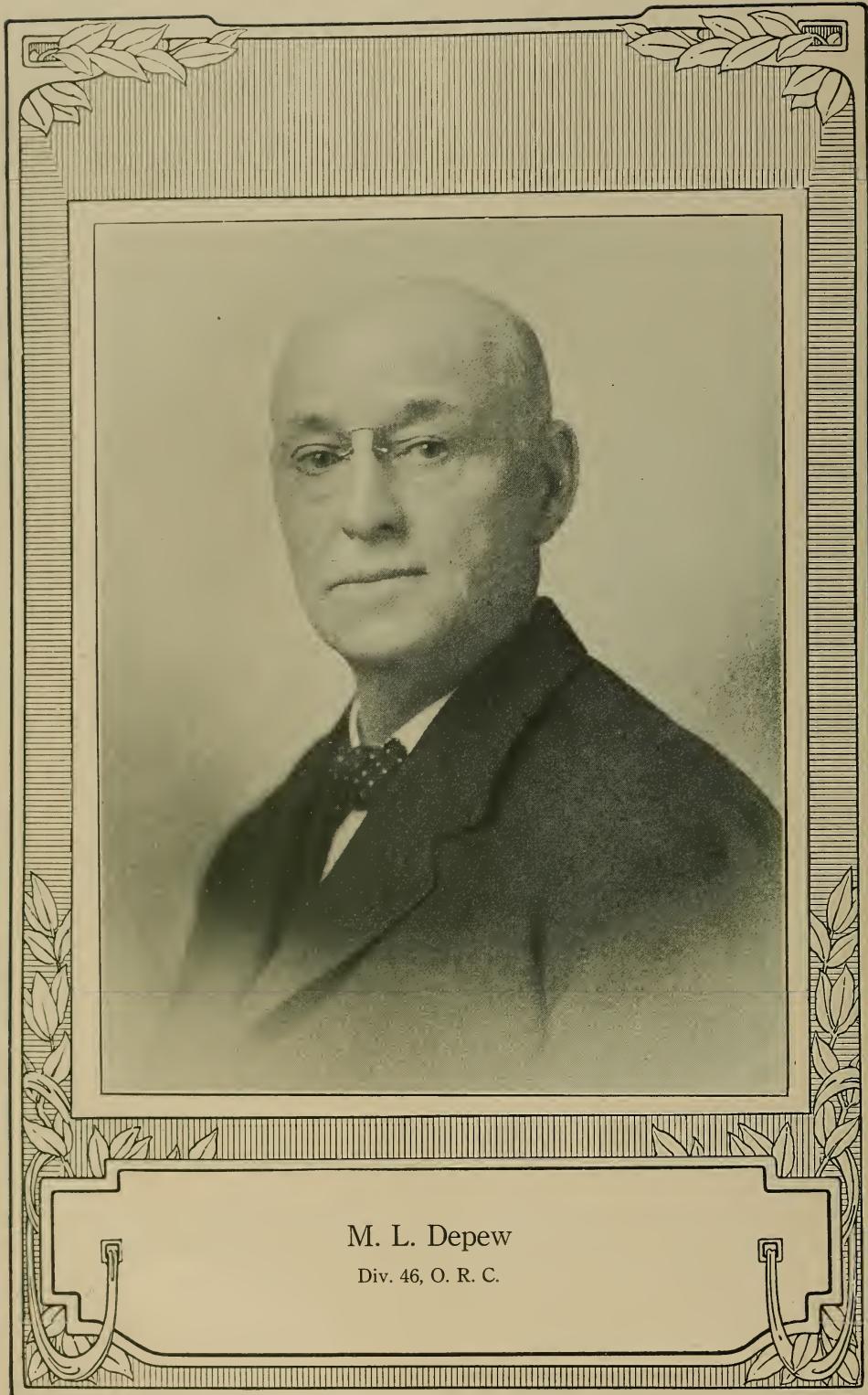
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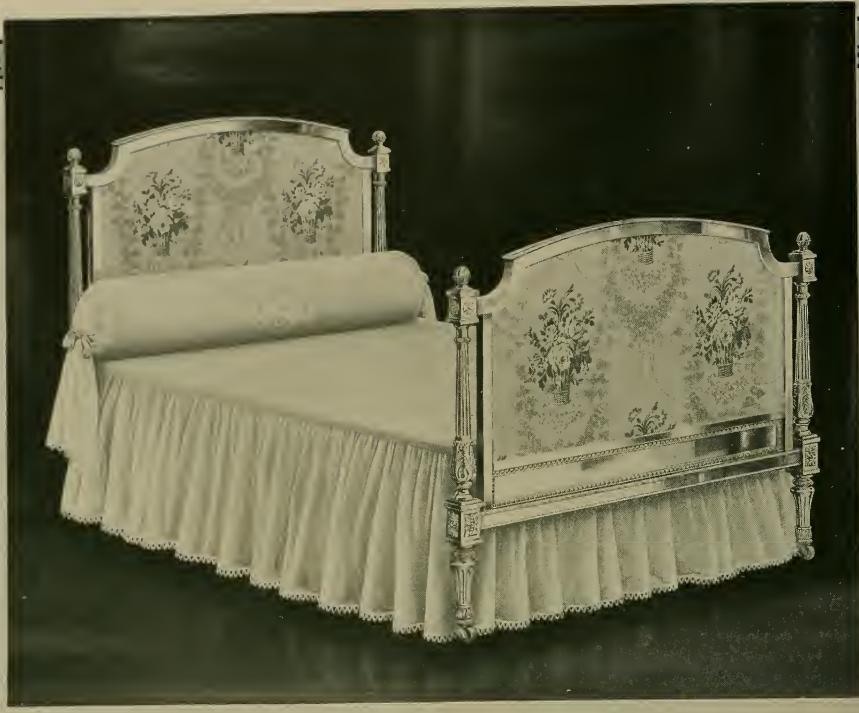


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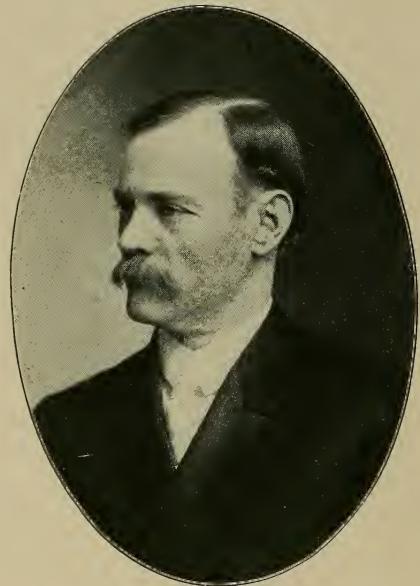
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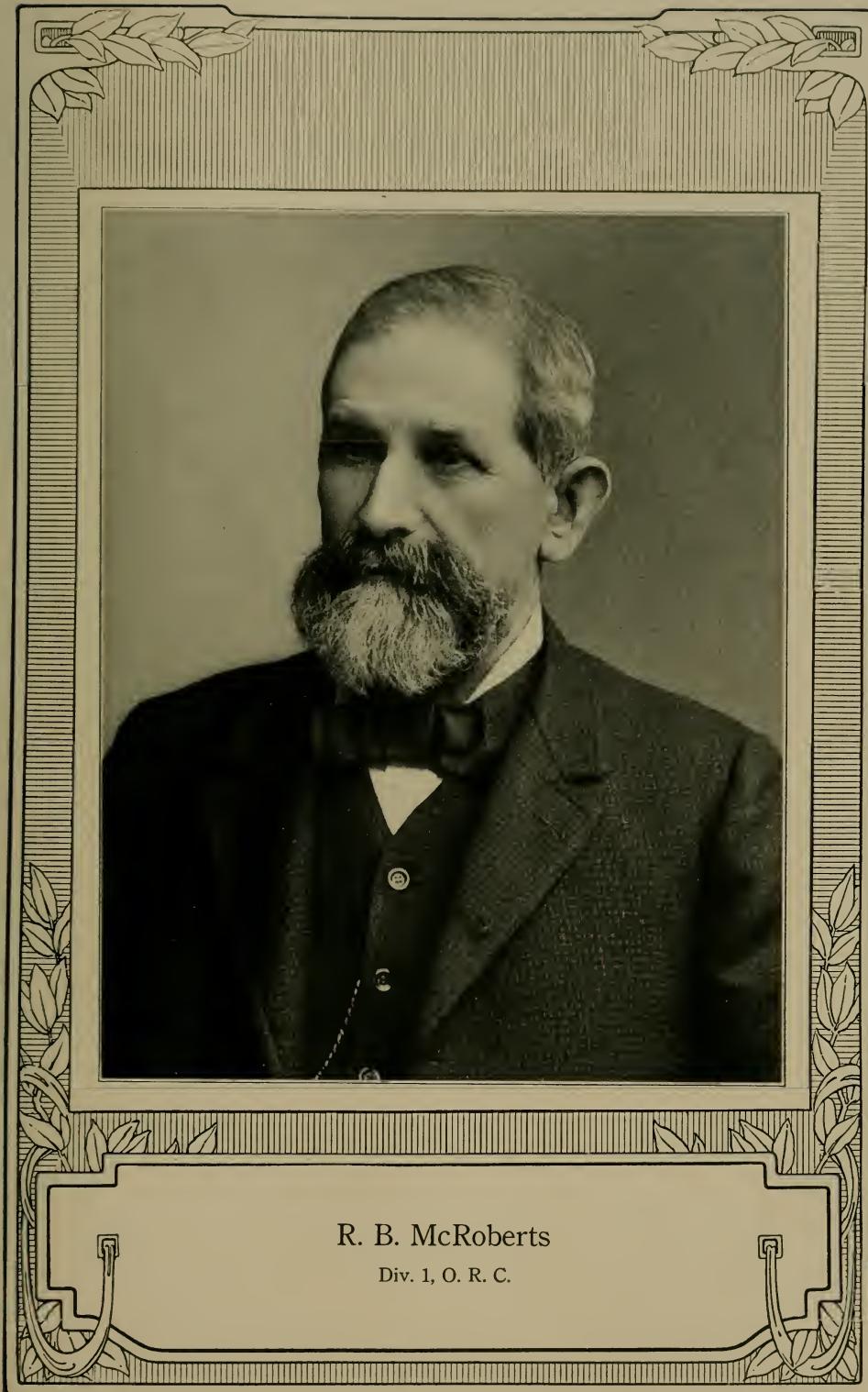
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- 2 If you are a member, do you attend the meetings? If not, why not?
- 3 Is it not a fact that the first time you get in trouble is the first time you see the janitor? If so, why so?
- 4 Is it not a fact that you get well acquainted with the janitor before the meeting opens? If so, why so?
- 5 Is it not a fact that he can tell you the hour of your meeting and give you other information? Can you? If not, why not?
- 6 Have you ever heard of the Conductors' Council? If not, why not?
- 7 Have you ever said anything derogatory to its principles? If so, why so?
- 8 Are you a subscriber at the Indemnity Exchange? If not, why not?
- 9 Do you believe in the members taking the initiative in mutual protection? If not, why not?
- 10 If you are your Brother's keeper, have you betrayed the trust placed in you? If so, why so?



R. B. McRoberts

Div. 1, O. R. C.



F. A. Carney

Div. 113, O. R. C.



F. P. Kane

Div. 113, O. R. C.



J. M. Whitmeyer

Div. 1, O. R. C.



J. W. Conard

Div. 33, O. R. C.



T. Rapp
Div. 113, O. R. C.



J. Cummings

Div. 293, O. R. C.



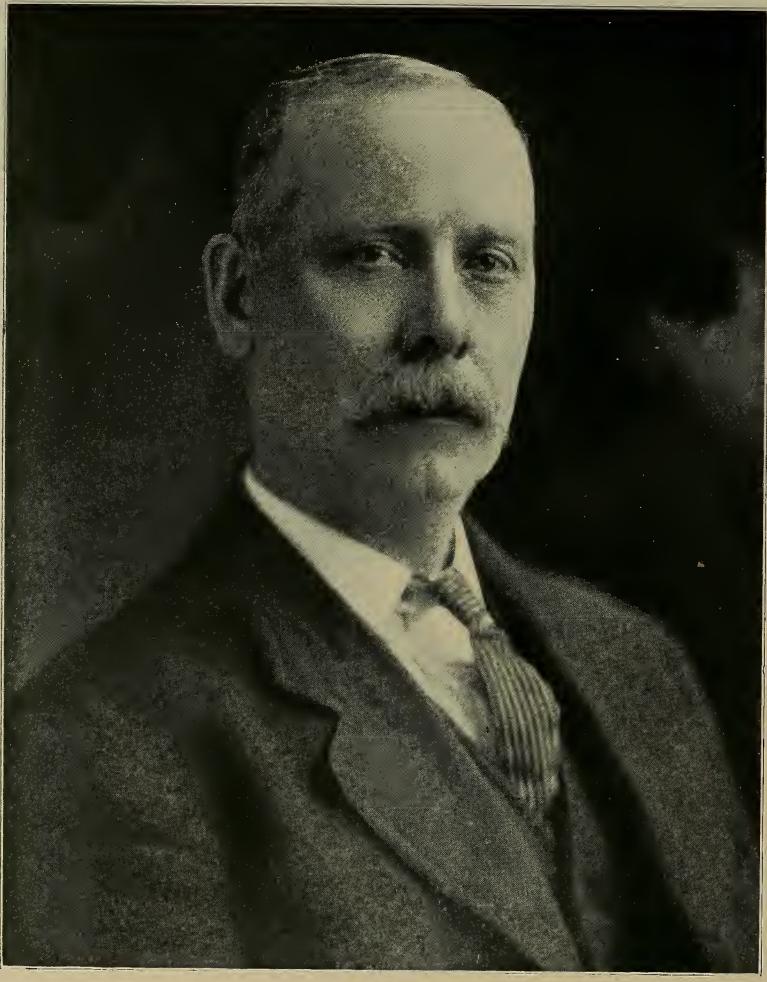
M. Boyle

Div. 293, O. R. C.



F. T. Brownell

Div. 293, O. R. C.



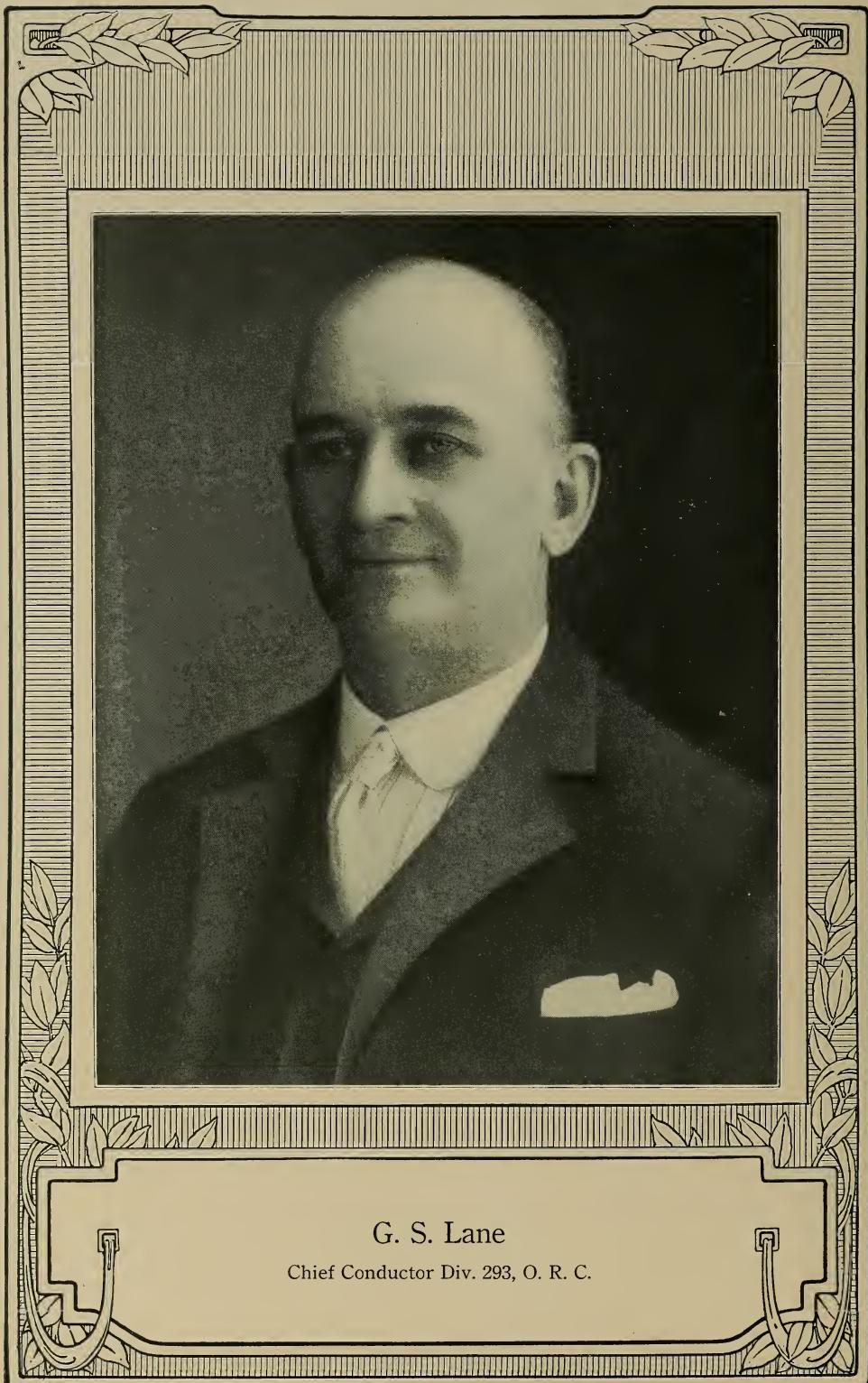
F. D. Burton

Div. 293, O. R. C.



Chas. Woodruff

Div. 293, O. R. C.



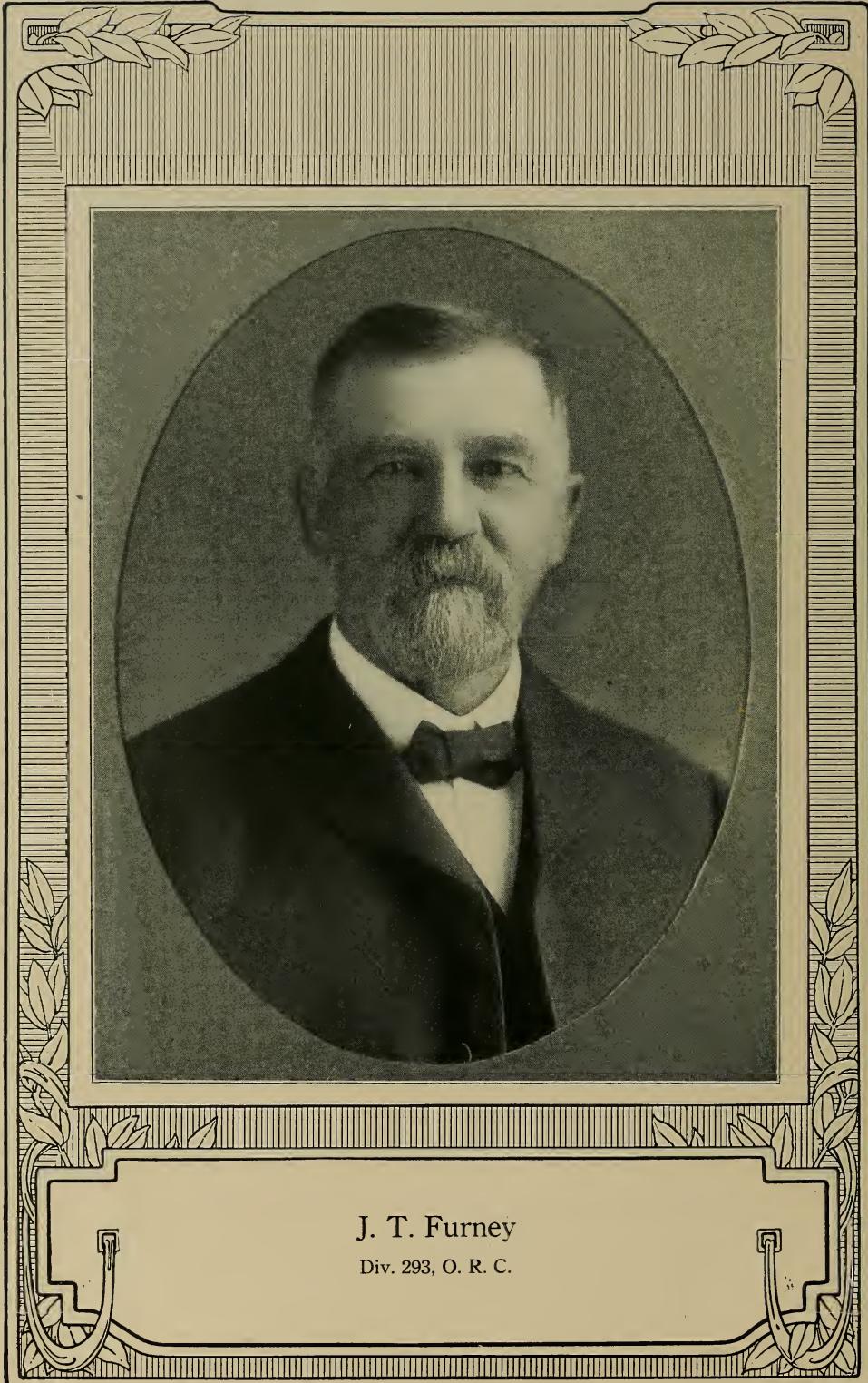
G. S. Lane

Chief Conductor Div. 293, O. R. C.



A. L. Redfern

Div. 293, O. R. C.



J. T. Furney

Div. 293, O. R. C.



P. J. Laudy

Div. 293, O. R. C.



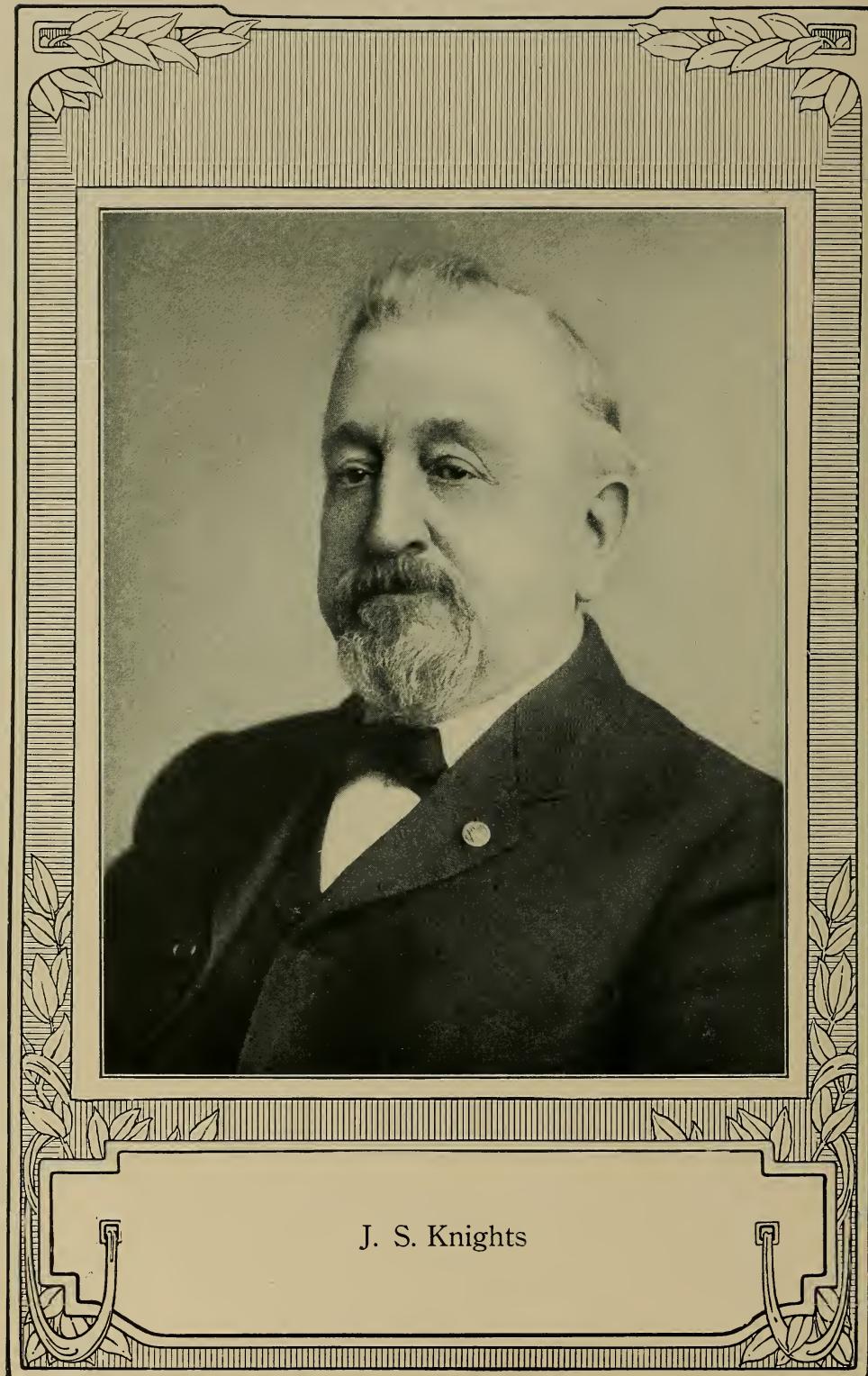
W. P. King

Div. 293, O. R. C.



W. C. Hawley

Div. 293, O. R. C.

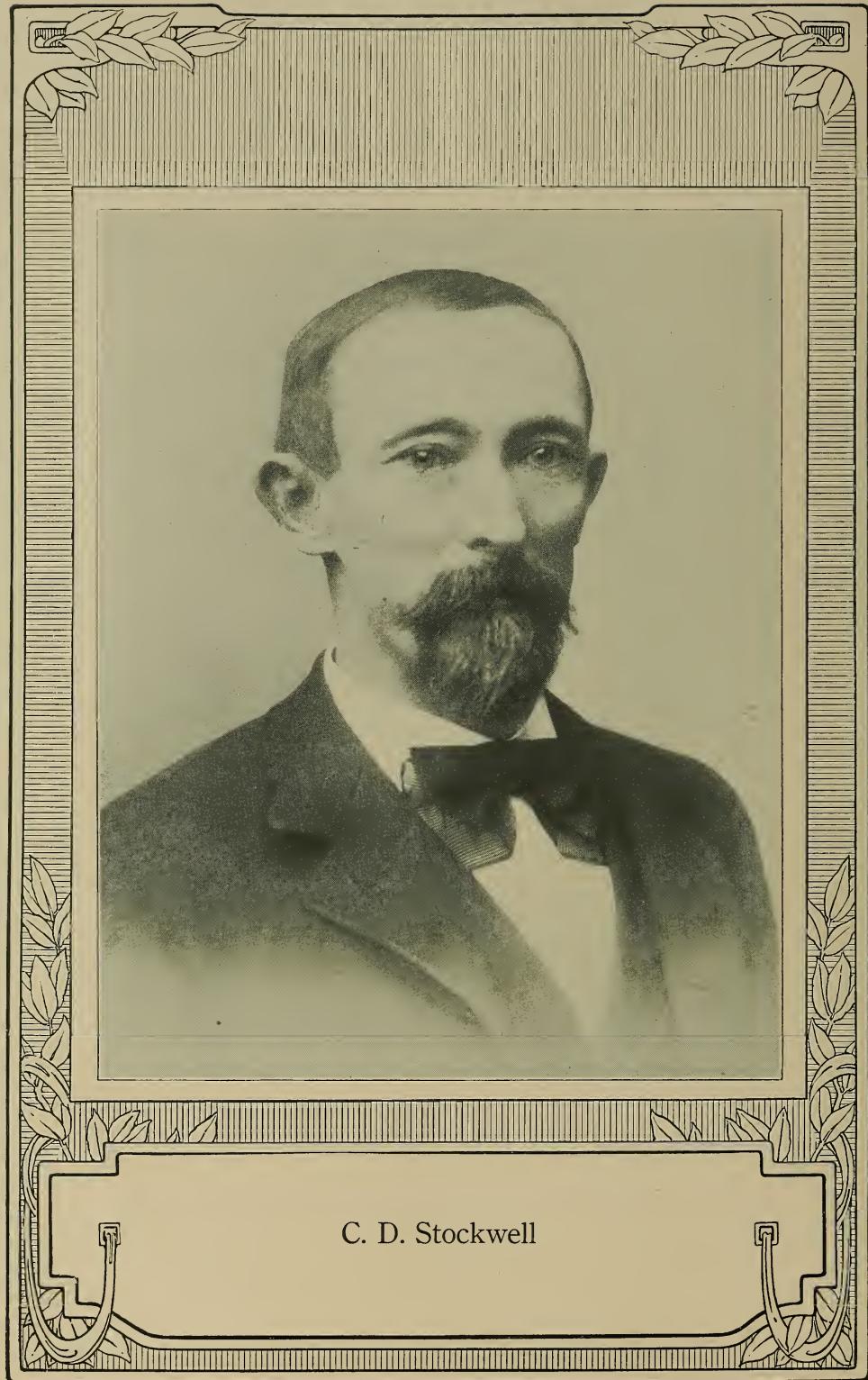


J. S. Knights



J. E. Wheat

Div. 293, O. R. C.

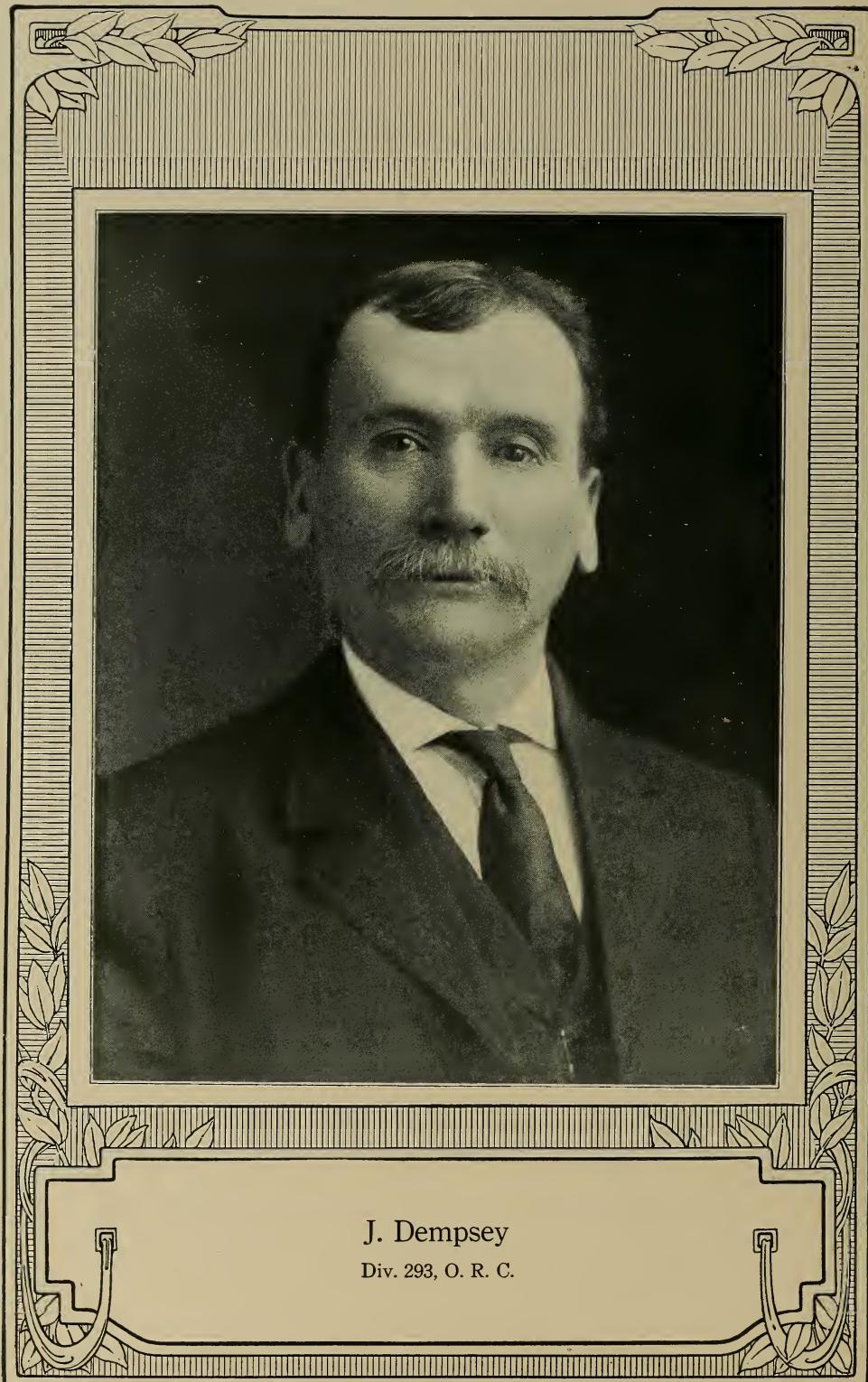


C. D. Stockwell



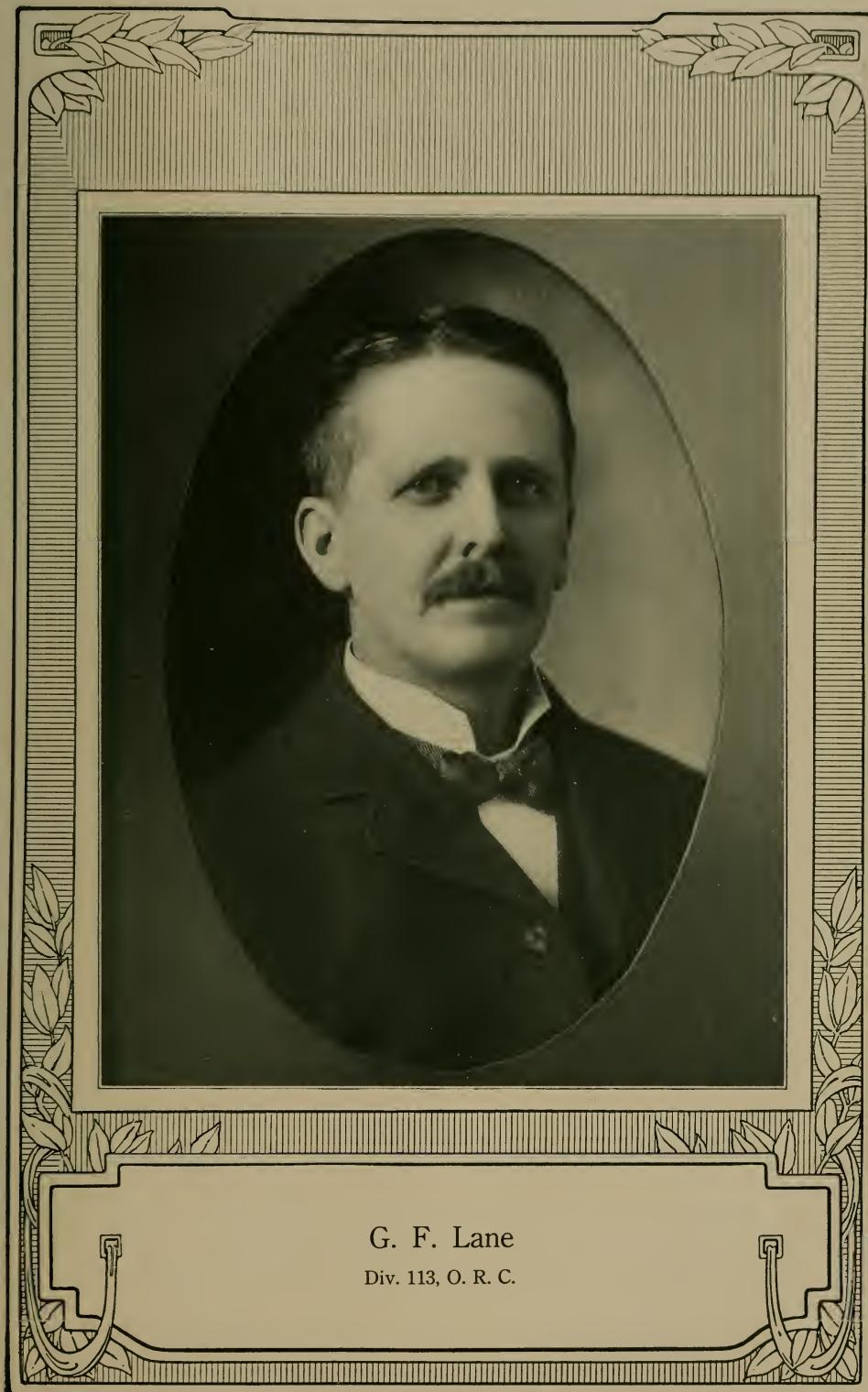
F. B. Odgen

Div. 293, O. R. C.



J. Dempsey

Div. 293, O. R. C.



G. F. Lane

Div. 113, O. R. C.



P. McGuire

Div. 293, O. R. C.



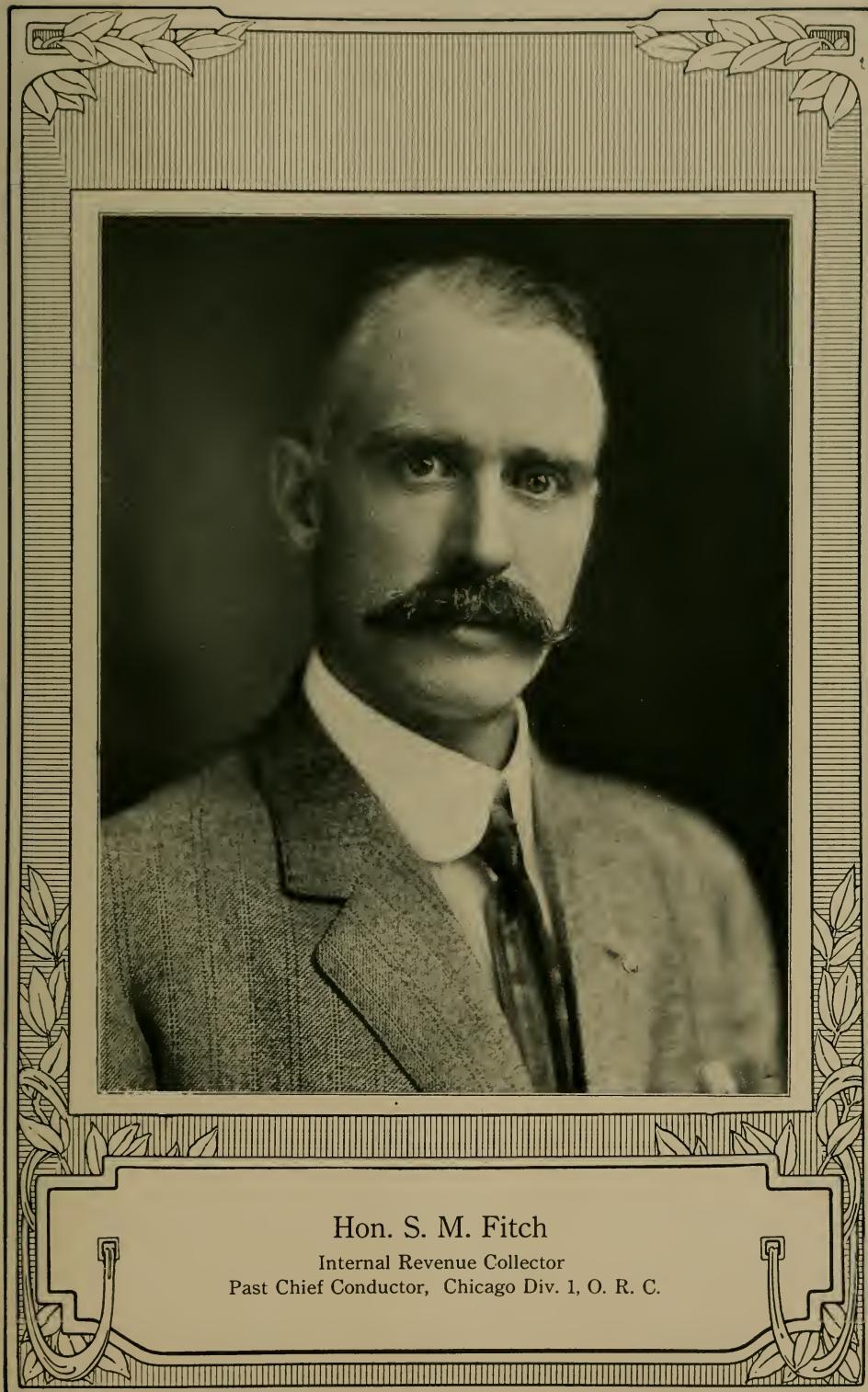
E. W. Moy

Div. 1, O. R. C.

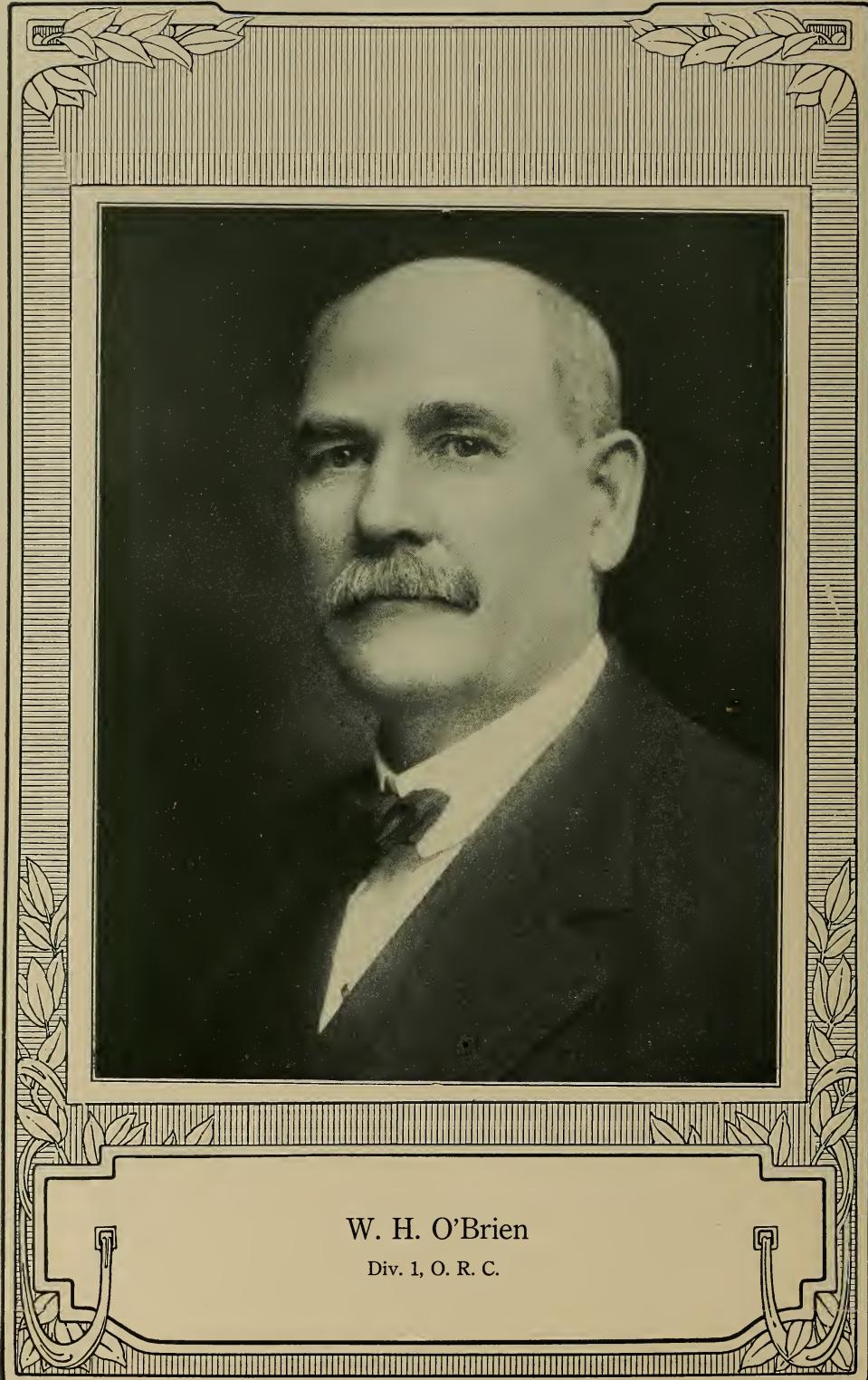


Dan Carter

Div. 113, O. R. C.



Hon. S. M. Fitch
Internal Revenue Collector
Past Chief Conductor, Chicago Div. 1, O. R. C.



W. H. O'Brien

Div. 1, O. R. C.



F. L. James

Div. 1, O. R. C.



G. H. Johnson

Past Chief Conductor, Div. 113, O. R. C.



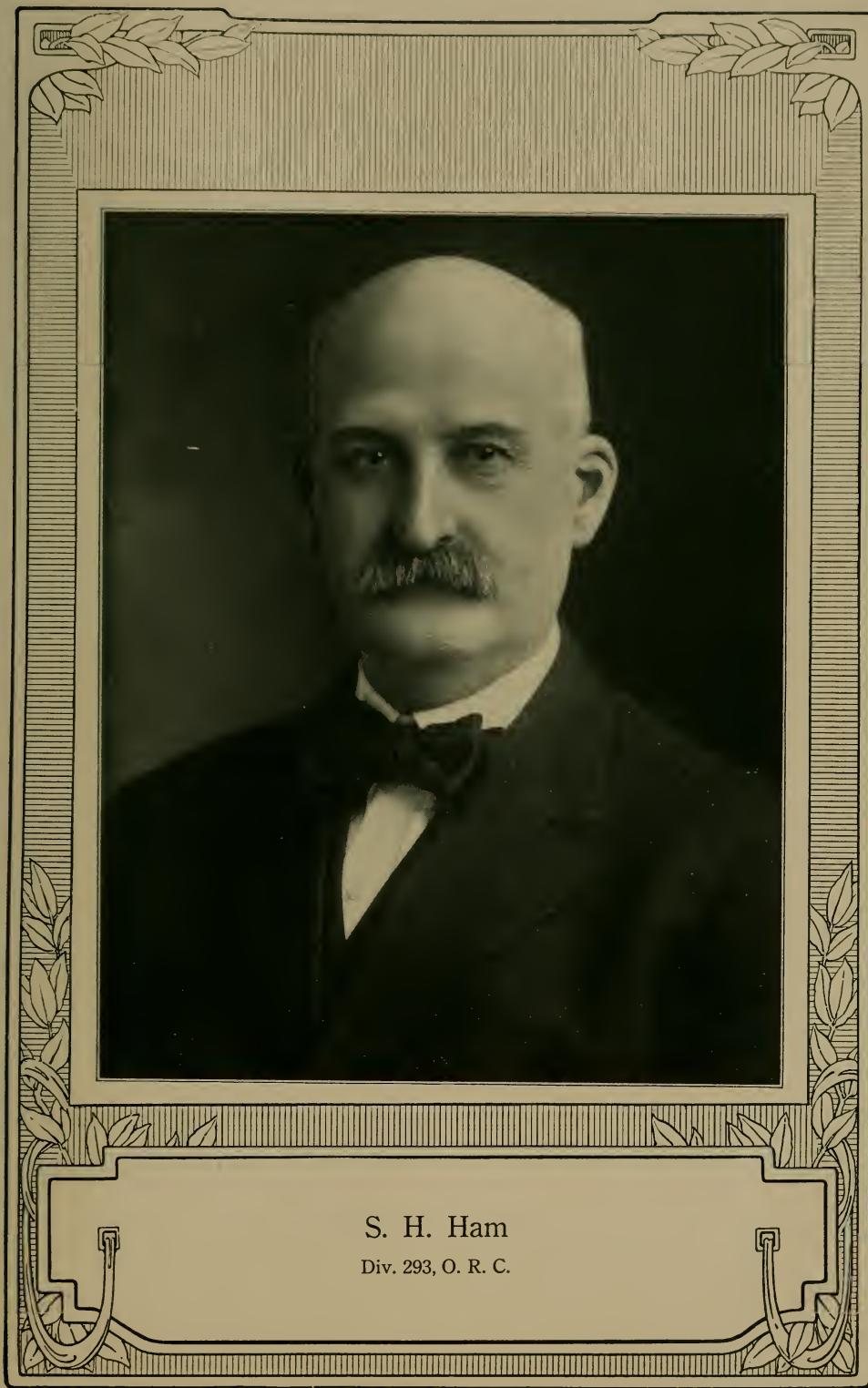
A. E. Hahn

Mayor West Chicago, Ill.
Div. 293, O. R. C.



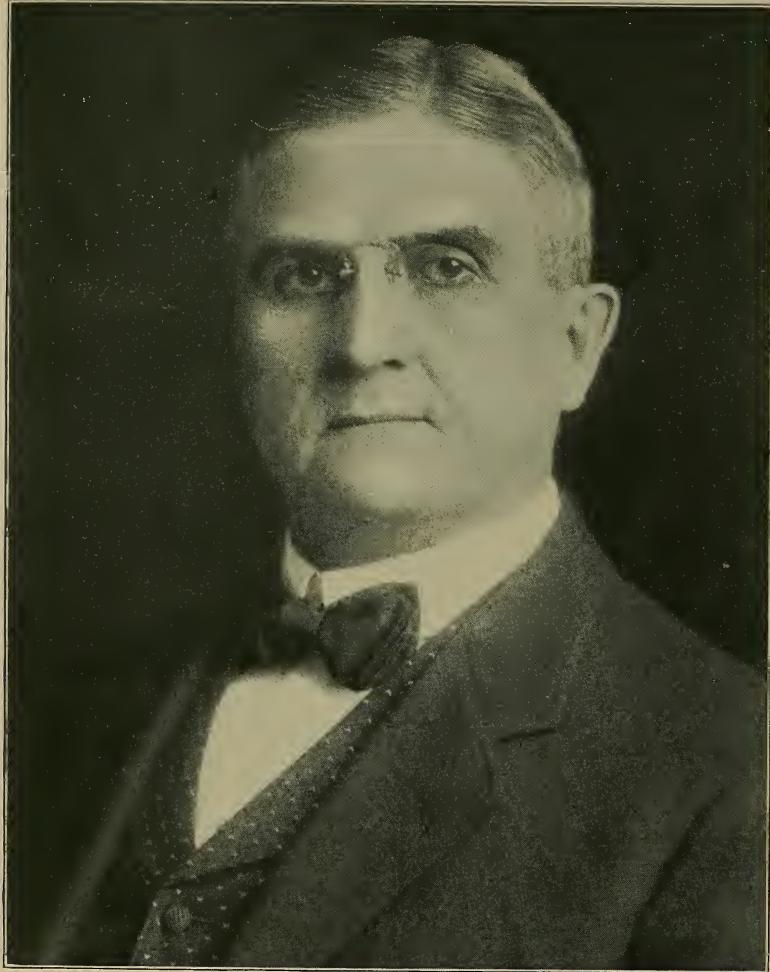
J. E. Norris

Div. 293, O. R. C.



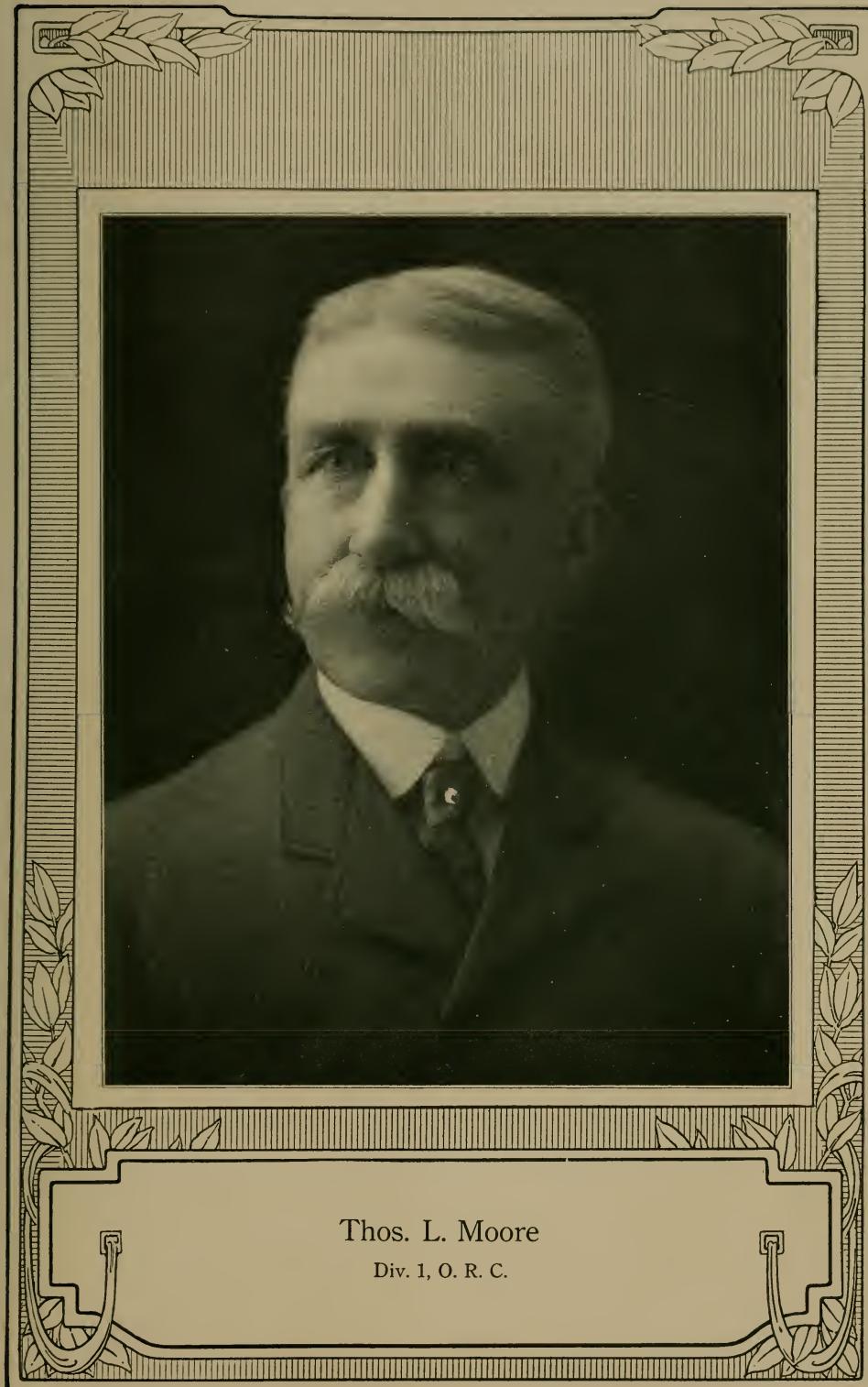
S. H. Ham

Div. 293, O. R. C.



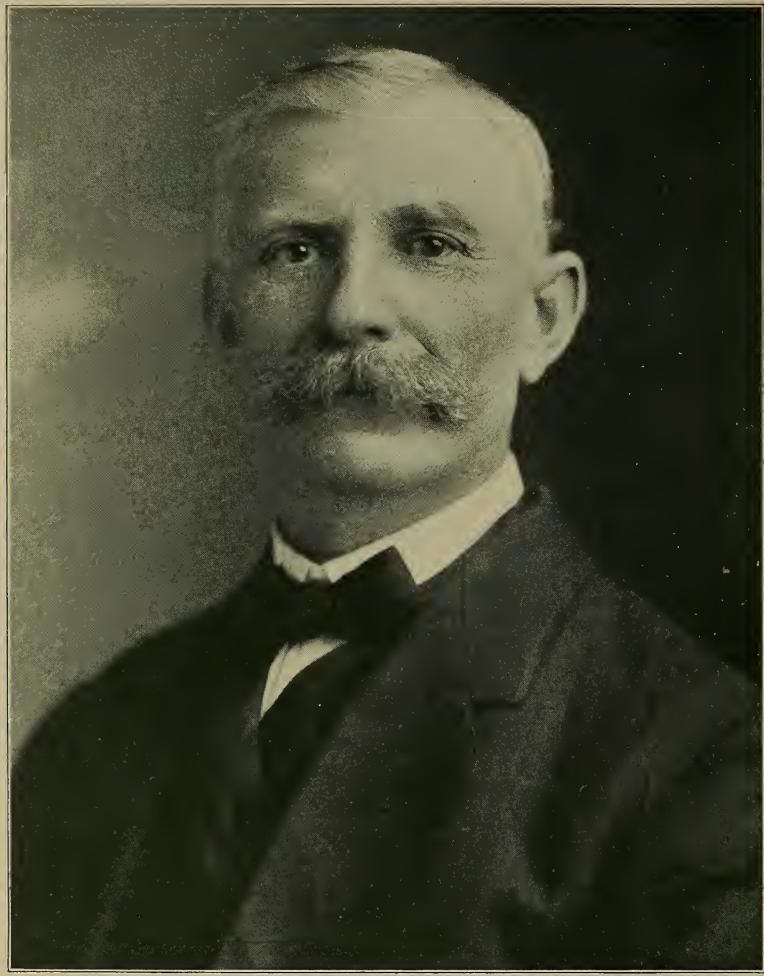
W. R. Morgan

Station Master Chicago Terminal C. & N. W. Ry.
Chicago, Ill.



Thos. L. Moore

Div. 1, O. R. C.



G. H. Casper

Div. 293, O. R. C.



S. R. Crowley

Div. 1, O. R. C.



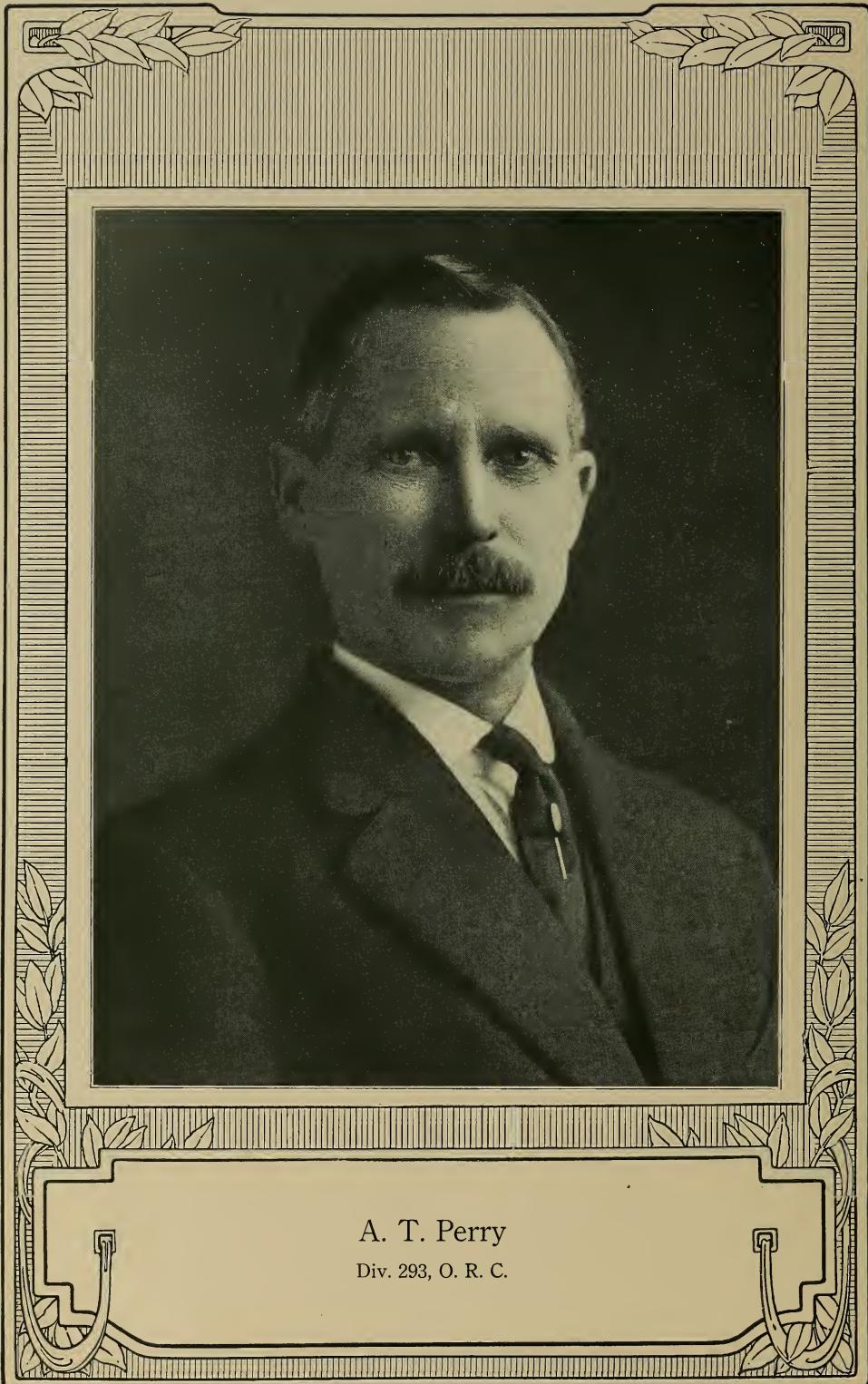
Jas. W. Cole

Div. 1, O. R. C.



F. J. Crickman

Div. 293, O. R. C.



A. T. Perry

Div. 293, O. R. C.



Jerry O'Neil

Div. 293, O. R. C.



A. L. Fish

Div. 293, O. R. C.



E. Postlewait
Div. 113, O. R. C.



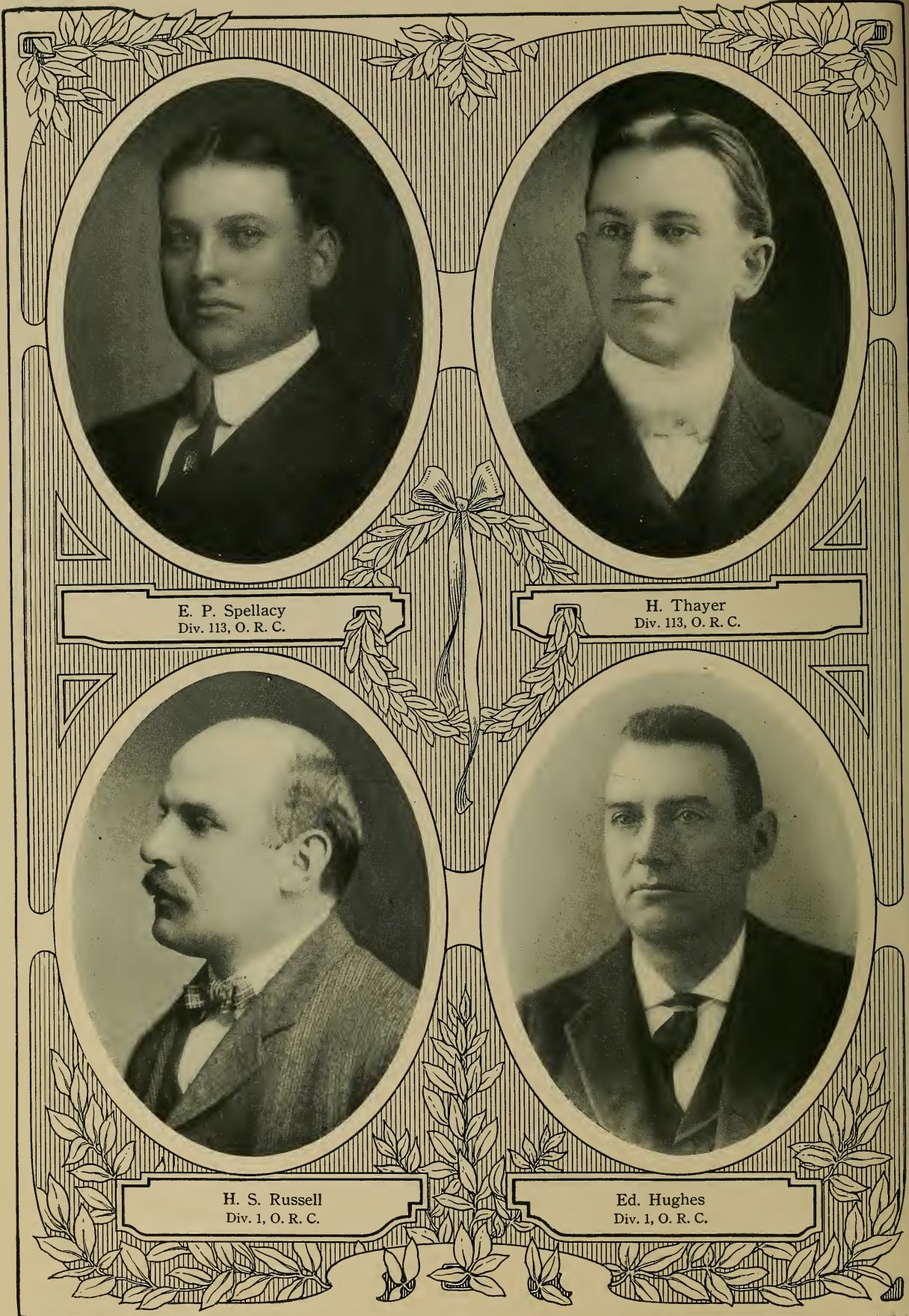
J. L. Duffy
Div. 113, O. R. C.



F. V. Freer
Div. 113, O. R. C.



A. T. Doroty



E. P. Spellacy
Div. 113, O. R. C.

H. Thayer
Div. 113, O. R. C.

H. S. Russell
Div. 1, O. R. C.

Ed. Hughes
Div. 1, O. R. C.



W. T. Johnson
Div. 113, O. R. C.



H. F. McDermott
Div. 113, O. R. C.



M. Feezer
Div. 46, O. R. C.



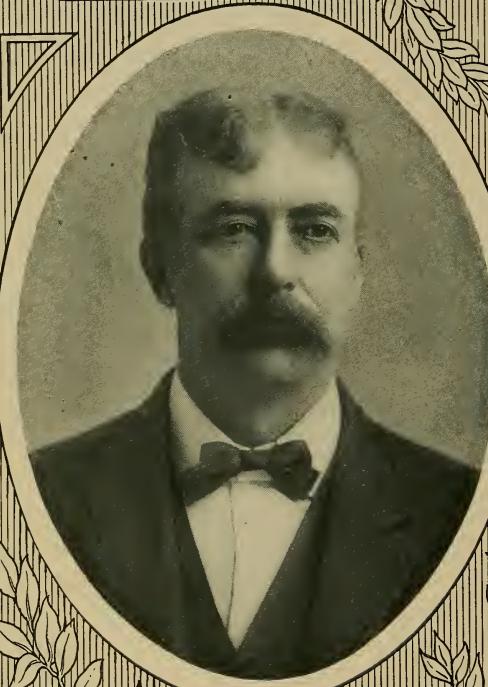
H. A. Gleistein
Div. 113, O. R. C.



V. L. Chamberlain
Div. 46, O. R. C.



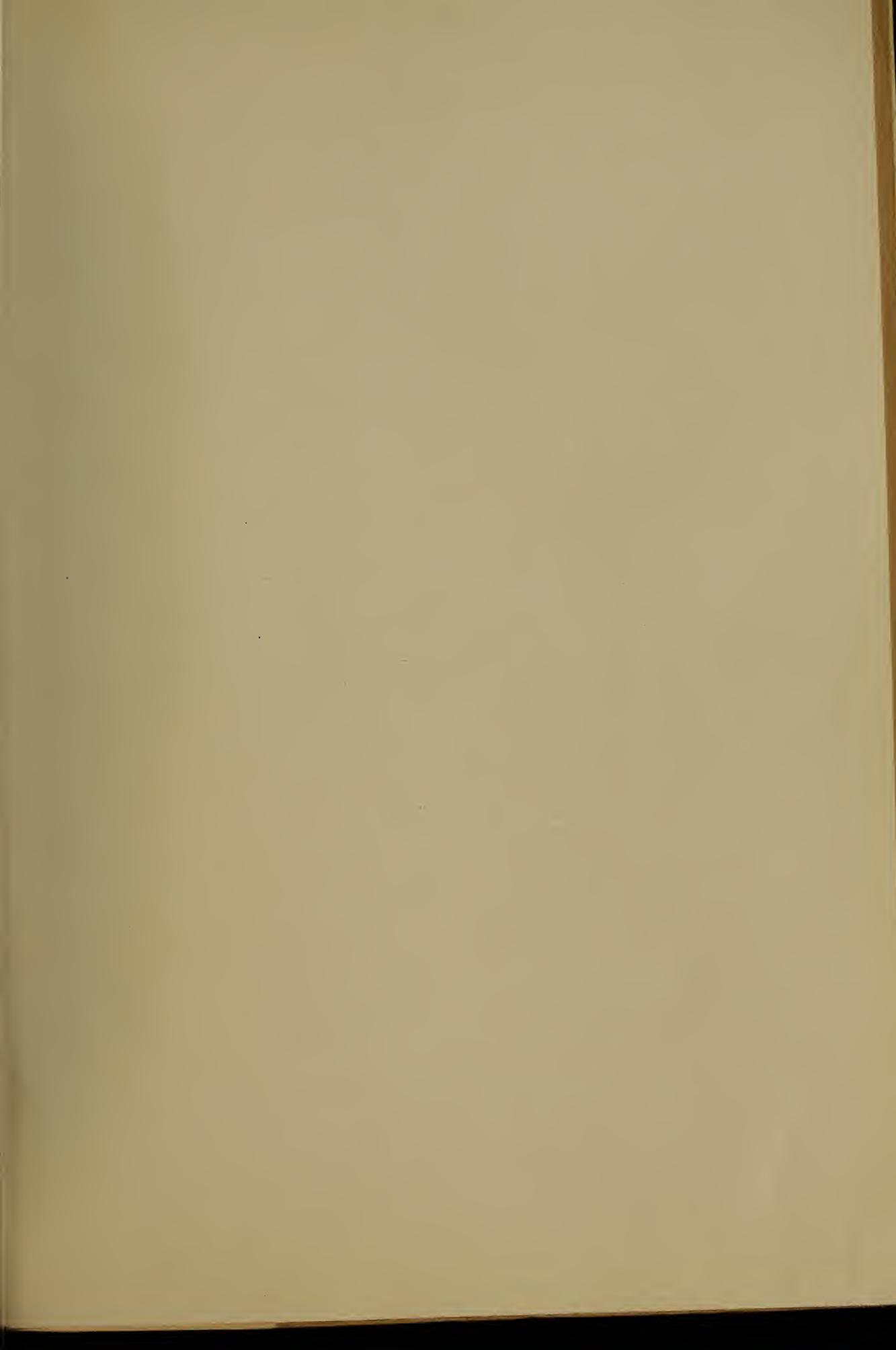
T. H. McCormick
Div. 113, O. R. C.



C. J. Mahoney
Div. 113, O. R. C.



T. F. Hayes
Div. 113, O. R. C.



MAR 6 1916

Why Railroad Men Need Oats

Seven railroad men in each ten, we are told, regularly eat oatmeal.

It should be ten in ten, by all means. And the use should be every day.

These are the reasons:

No other grain, as an energy-giver, can compare with oats. You know the vitality which oats give horses. They give the same to man.

No other grain contains so much organic

phosphorus as oats. Phosphorus is the brain's main constituent.

No other grain is so rich in lecithin. And lecithin is the chief component of the nerves.

In all these vital elements—for bodies, brains and nerves—oats form our chiefest food.

In protein—the body-builder—oatmeal is twice as rich as corn.

Archdeacon Sinclair, in an address to working lads, advised oatmeal as the best preparation for work.

He also said that his family had, in two generations, produced 20 six-footers, and all were brought up on oatmeal.

Out of 50 leading professors in one university we find that 48 regularly eat oatmeal.

We wrote to 12,000 physicians, and we find that four in five regularly use oatmeal.

A concern which employs 2,000 woodcutters in Maine, by advice of a State Chemist, feeds its workers oatmeal.

These men, whose energy and endurance are taxed to the utmost, start the day on oatmeal alone.

Nine-tenths of all college students eat oatmeal. Among athletes the use of oatmeal is almost universal.

The higher the average intelligence among workers the more general is the use of oatmeal.

Quaker Oats

The Utmost in Oatmeal



None but the richest, plumpest grains are used in Quaker Oats. We select them by 62 siftings, and get but ten pounds from a bushel.

These selected oats, when prepared by our

process, form the finest oat food in existence. No common oatmeal can compare with it.

Yet Quaker Oats, with all its rich deliciousness, costs but one-half cent per dish.

Regular Package, 10c

Family size package, for smaller cities and country trade, 25c
The prices quoted do not apply in the extreme South or West

MARCH 6 1916

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MAR 6 1911

Oldest Savings Bank in Chicago

The Hibernian Bank

Established 1867

S. E. Cor. Clark and Monroe Sts.

(Entrance on Monroe St.)

Savings Department

Deposits of One Dollar or more received, on which interest is allowed at the rate of three per cent per annum, compounded half-yearly.

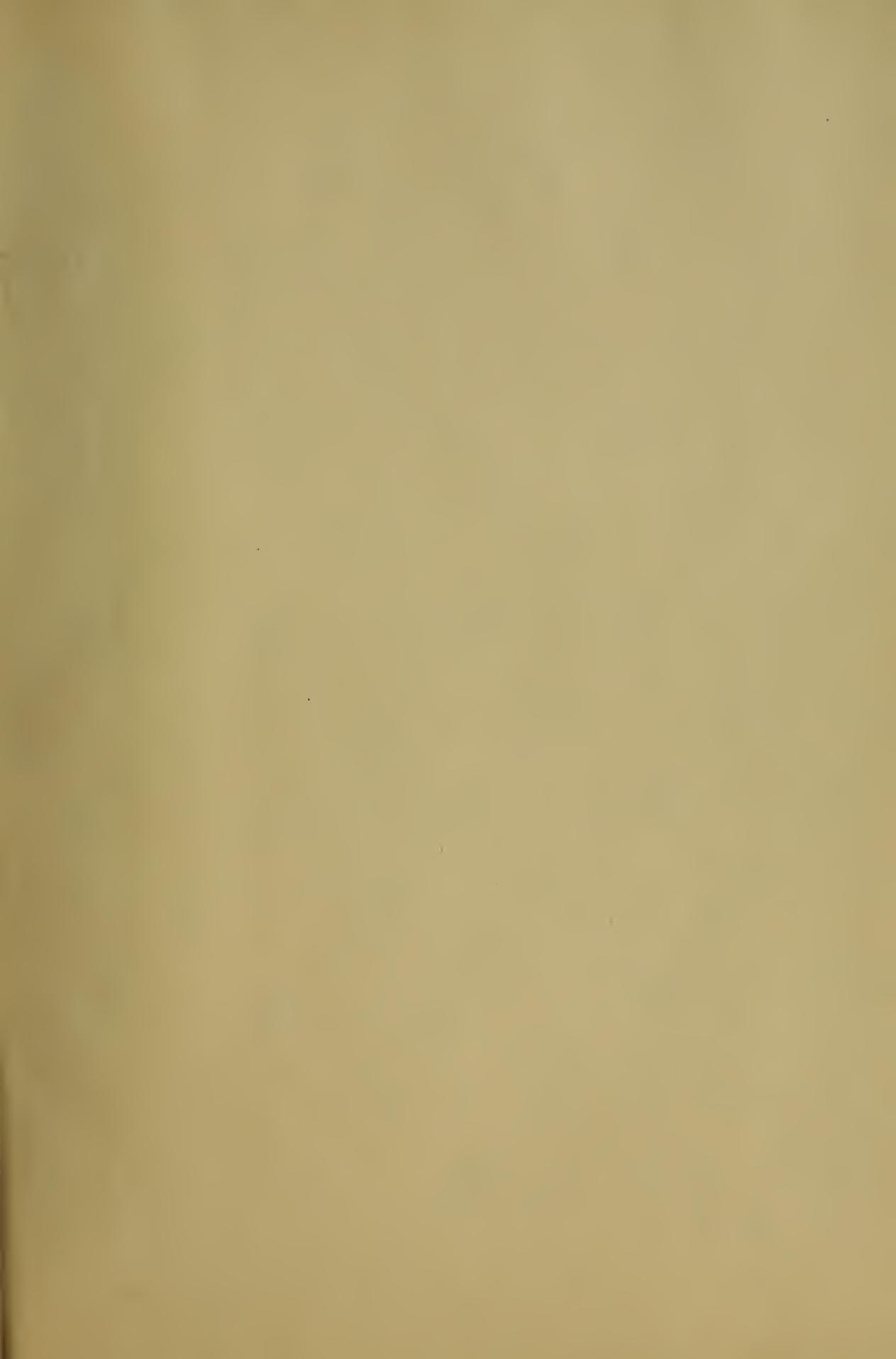
Open Saturday nights from six to eight o'clock.

We respectfully solicit your patronage.

HENRY B. CLARKE

Manager Savings Department

Banking Hours: 10 a. m. to 3 p. m.
Saturdays, 9 a. m. to 2 p. m., and 6 p. m. to
8 p. m.





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